METROLINK

Integrated Transport. Integrated Life.

MetroLink Planning Report

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Údarás Náisiúnta Iompair
National Transport Authority

Rialtas na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland
2040

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

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

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

1. Introduction

This Planning Report has been prepared to set the planning context for the development and implementation of the Metrolink project (hereafter referred to as the proposed Project). This Planning Report identifies and considers the existing policy framework for the proposed Project in the context of relevant national, regional and local planning strategies, plans and policy documents.

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

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

1.1 Summary Description of the Proposed Project

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

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

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

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

1.1.1 Construction Phase Overview

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

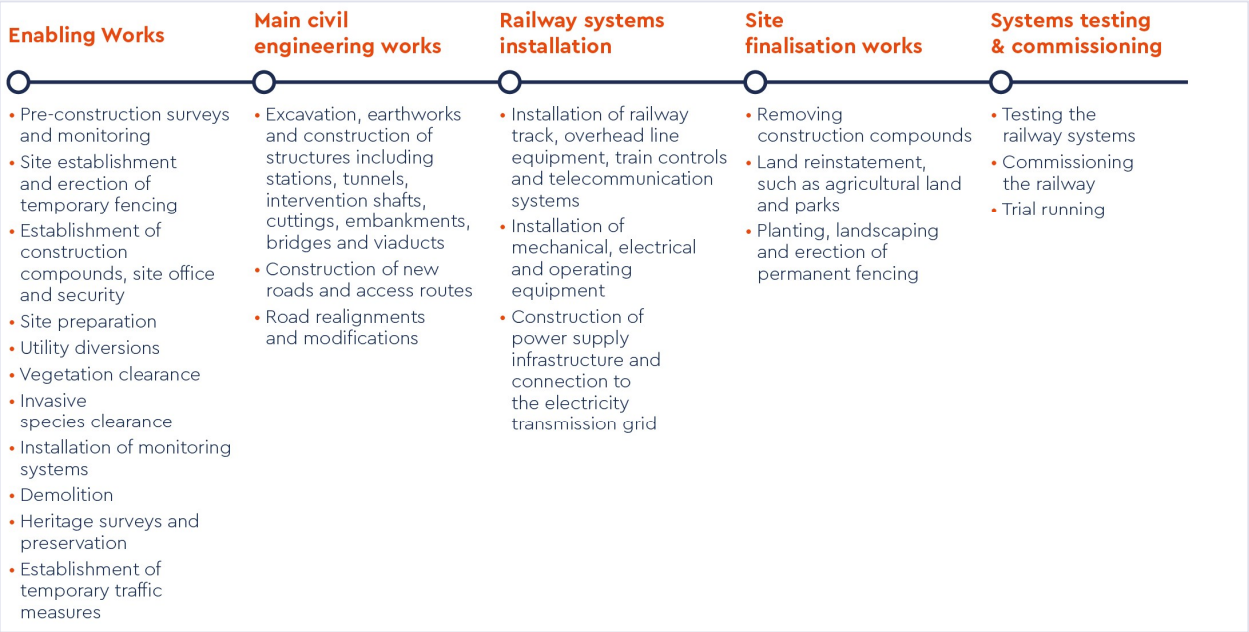

Diagram 1.1: Proposed Construction Phase Activities

1.1.2 Operational Phase Overview

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

- 16 new stations including interchange opportunities with:

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

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

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

1.2 Proposed Works Background

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

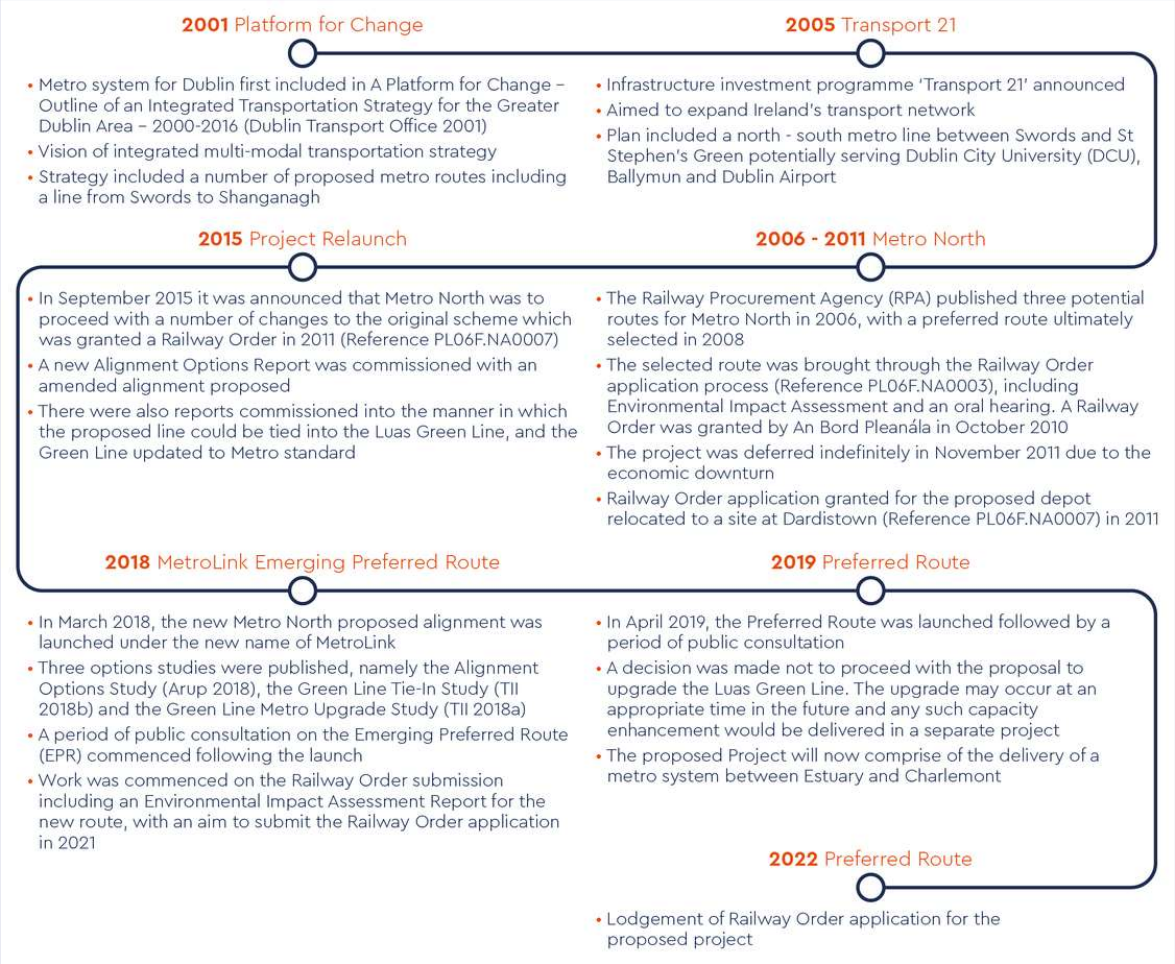

Diagram 1.3: Project History Overview

1.3 Overview for the Need for the Proposed Project

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

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

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

1.3.1 Definition of the Challenges

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

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

1.3.1.1 Unsustainable Development

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

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

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

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

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

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

1.3.1.2 Greenhouse Gases

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

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

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

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

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

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

The 2021 Climate Action Plan also sets out indicative GHG emission reduction targets for 2030 for each sector of the economy. For the transport sector, emission reductions of between 42 and 50% were proposed. It is intended that the Climate Action Plan 2022 will go further and set out specific emission ceilings for each sector.

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

1.3.1.3 Air Quality

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

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

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

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

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

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

1.3.1.4 Noise

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

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

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

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

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

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

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

1.3.1.5 Traffic Congestion

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

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

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

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

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

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

1.3.1.6 MetroLink Corridor

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

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

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

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

1.3.1.7 Dublin Belfast Corridor

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

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

1.3.1.8 Socioeconomic Costs

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

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

1.4 Legislative Context

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

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

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

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

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

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

(a) a draft of the proposed order,

(b) a plan of the proposed railway works,

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

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

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

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

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

- Wider Effects Report; and
- Natura Impact Statement.

1.4.2 Planning and Development Act 2000 (as amended)

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

'Strategic Infrastructure Development' means

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

1.4.3 Directive 2014/52/EU3

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

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

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

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

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

1.5 The Applicant

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

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

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

2. Overview Description of the Works

2.1 Project Overview

Diagram 2.1: Infographic Overview of Principal Locations along the Alignment

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

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

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

Diagram 2.1: Infographic Overview of Principal Locations along the Alignment

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

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

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

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

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

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

Table 2.2: Geographical Areas

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

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

2.2 Project Location

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

Table 2.3 Summary of Stations

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

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

2.3 AZ1 Northern Section

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

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

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

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

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

Associated works include utility diversions and associated works and landscaping.

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

2.4 AZ2 Airport Section

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

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

2.5 AZ3 Dardistown Section

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

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

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

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

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

Associated works include utility diversions and improvements and landscaping.

2.6 AZ4 Northwood to Charlemont

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

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

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

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

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

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

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

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

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

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

3. Planning and Development Context

3.1 Introduction

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

It is set out as follows:

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

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

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

3.2 International Policy Context

3.2.1 United Nations 2030 Agenda (United Nations, 2015)

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

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

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

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

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

3.2.1.1 Project Response

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

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

3.3 European Policy Context

3.3.1 Smart and Sustainable Mobility Strategy 2020

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

The flagship relevant to the proposed Project is '*Flagship 3 – Making interurban and urban mobility more sustainable and healthy*'. It states that:

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

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

3.3.1.1 Project Response

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

3.3.2 European Union (EU) Green Deal 2019

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

A key component of the EU's Green Deal roadmap to transforming the EU's economy for a sustainable future is 'accelerating the shift to sustainable and smart mobility'. It seeks to reduce the transport sectors greenhouse gas emissions by 90% by 2050. *'The EU transport system and infrastructure will be made fit to support new sustainable mobility services that can reduce congestion and pollution, especially in urban areas'. It is noted that pollution is concentrated the most in cities and that a combination of measures is needed which includes 'improving public transport and promoting active modes of transport such as walking and cycling.'*

3.3.2.1 Project Response

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

3.3.3 Trans – European Transport Network (TEN-T)

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

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

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

3.3.3.1 Project Response

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

3.4 National Policy Context

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

3.4.1 National Planning Framework (Project Ireland 2040)

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

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

8) Transition to sustainable energy;

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

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

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

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

3.4.1.1 Project Response

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

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

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

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

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

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

- NPO 65 'Promote the pro-active management of noise where it is likely to have significant adverse impacts on health and quality of life and supports the aims of the Environment Noise regulations through national planning guidance and Noise Action Plans'. (National Planning Framework 2018, p.129);
- NPO 73c 'Planning authorities and infrastructure delivery agencies will focus on the timely delivery of enabling infrastructure to priority zoned lands in order to deliver planned growth and development'. (National Planning Framework 2018, p.137);

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

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

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

3.4.1.2 Project Response

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

3.4.2 National Development Plan 2021-2030

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

Under the heading 'Major investments the NDP' sets out that *'This NDP will be the largest and greenest ever delivered in Ireland, with a particular focus on supporting the largest public housing programme in the history of the state. While many of the investments in his NDP are already well known and have been progressing through planning for some time (e.g., BusConnects), there are a range of investments which are new or enhanced in the NDP. A selection of these are listed below.'* This includes Metrolink under NSO 4 'Sustainable Mobility'.

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

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

The NDP sets out a programme of investment that includes indicative Exchequer allocations. Metrolink is specifically identified as one of the five 'Strategic Investment Priorities' that aligns with NSO4 (Sustainable Mobility) of the NPF. The NDP outlines under the heading 'Sustainable Mobility' that; *'The National Planning Framework (NPF) recognises the importance of significant investment in sustainable mobility (active travel and public transport' networks if the NPF*

population growth targets are to be achieved. Investing in high quality sustainable mobility will improve citizens' quality of life, support our transition to a low-carbon society and enhance our economic competitiveness.'

It continues:

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

It further states:

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

It also highlights that:

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

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

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

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

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

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

It also sets out that:

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

3.4.2.1 Amendments to National Strategic Outcomes

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

Table 3.1: Differences in the wording of the planning policies

NFP	Revised NDP	Explanation
NSO1 Compact Growth *'Carefully managing the sustainable growth of compact cities, towns and*	**NSO1 Compact Growth** *'Carefully managing the sustainable growth of compact cities, towns and*	The explanatory text in the revised NDP mostly mirrors that within the NPF. The only change is the insertion of the word

NFP	Revised NDP	Explanation
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.'	*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.'*	'community' when it refers to services that have the potential to be developed within urban settlement 'potential development areas'.
NSO4 Sustainable Mobility *'In line with Ireland's Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.'*	**NSO4: Sustainable Mobility** *The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: 'The National Planning Framework (NPF) recognizes the importance of significant investment in sustainable mobility (active travel and public transport) networks if the NPF population growth targets are to be achieved. Investing in high-quality sustainable mobility will improve citizens' quality of life, support our transition to a low-carbon society and enhance our economic competitiveness.'*	The revised NDP maintains the objectives of NPF NSO4 and includes added emphasis on active travel and public transport as a means to support Ireland's transition to a '*low-carbon society and enhance our economic competitiveness.'*
NSO5 A Strong Economy supported by Enterprise, Innovation and Skills *'This will depend on creating places that can foster enterprise and innovation and attract investment and talent. It can be achieved by building regional economic drivers and by supporting opportunities to diversify and strengthen the rural economy, to leverage the potential of places. Delivering this outcome will require the coordination of growth and place making with investment in world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness and enterprise growth.'*	**NSO5 A Strong Economy supported by Enterprise, Innovation and Skills** The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows*: 'A competitive, innovative and resilient enterprise base is essential to provide high-quality jobs and employment opportunities for people to live and prosper in all regions. The next decade will see profound changes in our economy and society. While the impacts of Brexit and the Covid-19 pandemic will continue to challenge businesses in the first part of the decade, the digitization of entire sectors and the transition to a low-carbon economy will be even more transformative.'*	The revised NDP maintains the objectives of NPF NSO5 and places added emphasis on providing high quality jobs and employment opportunities. In addition, it acknowledges the impacts of Brexit, Covid-19, digitization and the transition to a 'low carbon economy'.
NSO6 High-Quality International Connectivity *'This is crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in our ports and*	**NSO6 High-Quality International Connectivity** The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: *'As an island,*	The revised NDP maintains the objectives of NPF NS06 and includes in the explanatory text not only aims to improve international connections via airports and ports but also the need to

NFP	Revised NDP	Explanation
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.'	*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.'* It also comments '*Plans for strengthening surface connectivity to ports and airports will continue to be prioritised..*'	enhance the '*surface connectivity*' to same.
NSO7 Enhanced Amenity and Heritage *'This will ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism and trails such as greenways, blueways and peatways. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.'*	**NSO7 Enhanced Amenity and Heritage** The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: *'Investment in our heritage has the dual benefit of protecting our natural and historic built environment while improving health, wellbeing and providing a catalyst for the economy through the development of recreational activities and the expansion of tourism as appropriate within heritage sites. Keeping this national tourism product intact, enhanced, developed and promoted will help secure the long-term viability of sustainable tourism incomes and will need to be a priority going forward.'*	The revised NDP maintains the objectives of NPF NS07.

3.4.2.2 Project Response

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

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

3.4.3 National Investment Framework for Transport in Ireland 2021

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

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

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

- Delivering clean, low carbon and environmentally sustainable mobility;
- Supporting Successful Places and Vibrant Communities;
- Facilitating Safe, Accessible, Reliable and Efficient Travel on the Network; and
- Promoting a Strong and Balanced Economy.

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

3.4.3.1 Modal Hierarchy

The NIFTI Modal Hierarchy is:

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

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

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

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

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

3.4.3.2 Intervention Hierarchy

The NIFTI Intervention Hierarchy is:

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

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

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

3.4.3.3 Project Response

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

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

facilities at stations, connecting to existing and permitted active travel routes and enhancing the public realm in the vicinity of the stations.

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

Smarter Travel - A Sustainable Transport Future is the national planning policy document to deliver an integrated transport policy for Ireland as supported by Government. It set out a series of actions and measures covering infrastructural and policy elements to promote and encourage the vision of a sustainable travel and transport system for the period 2009-2020. Smarter Travel also provides funding to provide information and improve facilities for cyclists, walkers and public transport users. The vision presented in the document is summarised by five key goals:

1) 'Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transportation;
2) Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks;
3) Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions;
4) Reduce overall travel demand and commuting distances travelled by the private car; and
5) Improve security of energy supply by reducing dependency on imported fossil fuels' (Smarter Travel, p.27).

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

Action number 2 states:

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

3.4.4.1 Project Response

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

3.4.5 The National Cycle Policy Framework 2009-2020

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

The interventions specific to the proposed Project are:

'We will pay special attention to integrating cycling and public transport (PT). As commuting distances are lengthening, the importance of combining the bicycle with the bus, tram or train grows. We will provide state-of-the-art cycling parking at all appropriate PT interchanges and stops. We will also ensure that intercity and suburban trains have proper provision for the carriage of bikes – either on all services or (in the case of sub-urban trains) on off peak (counter-peak) services.' (NCPF 2009-2020, p.8)

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

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

3.4.5.1 Project Response

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

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

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

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

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

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

3.4.6.1 Project Response

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

3.4.7 Climate Action Plan 2021

The CAP 2021 (Government of Ireland 2021) 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 CAP is a road map to delivering Irelands climate ambition. There are 475 actions identified that extend to all sectors of the economy, aiming to transform Ireland into a low carbon nation over the next three decades.

In regard to modal shift the CAP 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)'.

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 ICE 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.'*

"Expanding rail services and infrastructure in, and around, major urban centres" is identified as part of the major transport projects that will help to deliver the 500,000 additional sustainable journeys. A key goal of the plan is to provide citizens with reliable and realistic sustainable transport options. The CAP further states

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

A number of the actions are directly relevant to the proposed Project.

- *228 'Encourage an increased level of modal shift towards Active travel (walking and cycling) and away from private car use'*
- *241 'Commence delivery of MetroLink'*
- *249 'Balance better movement priorities within urban areas so transition the built environment and public domain from one that is "vehicle centred" to being "people centred" to align with the goal of net zero by 2050'*

3.4.7.1 Project Response

The delivery of the proposed Project will directly respond to the actions of the CAP 2021. It will provide transport infrastructure required to provide sustainable transport options that will support the key actions set out in the CAP 2021. MetroLink will support the delivery of an efficient low carbon and climate resilient public transport service, contributing to emission reduction target achievement. MetroLink will contribute to Irelands 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.

The proposed Project will promote modal shift from private car to more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car

The proposed Project will directly deliver on Action 241.

The proposed Project will help to fulfil Government's commitment to this action. Each station has been designed to be people focused, through the considered landscape layouts at each stations, and the connections to adjoining areas. The provision of the rail infrastructure will also facilitate future changes to the built environment including the rebalancing of the public realm towards people centred activity.

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

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

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

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

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

1) Improve understanding of the impacts of climate change on transport infrastructure, including cross-sectoral cascading impacts, and close knowledge gaps;

2) Assist transport stakeholders in identifying and prioritising climate risks to existing and planned infrastructural assets and enabling them to implement adaptation measures accordingly; and

3) Ensure that resilience to weather extremes and longer-term adaptation needs are considered in investment programmes for planned future transport infrastructure.' (SAPTI 2019, p.84).

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

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

Lead – DTTAS.

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

3.4.8.1 Project Response

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

3.4.9 The Sustainable Development Goals National Implementation Plan 2018 – 2020

As set out in Section 3.2.1the 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 SDGs.

The Sustainable Development Goals 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 Project. These are set out in Table 3.2. In addition, the Draft Second National Implementation Plan for Sustainable Development Goals 2022-2024 was published for consultation in May 2022.

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

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

3.4.9.1 Project Response

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

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

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

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

Urban Congestion and maximising the contribution of land transport networks to our national development are key priorities of the SILFT Measures to address both, including:

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

The key principles for land transport investment proposals are:

- '*The overall outcomes of transport investment, as governed by these principles, should maintain and improve the quality of life of citizens and be consistent with environmental, climate and biodiversity objectives, imperatives and obligations, including those arising from the EU Habitats Directive';*
- *'The next key priority for investment involves measures to address current and future urban congestion and to improve the efficiency and sustainability of urban transport including improved and expanded public transport; capacity and walking and cycling infrastructure, improved traffic management and bus priority; and more and better use of Intelligent Transport Systems'; and*
- *'To receive funding, transport projects must be implemented in conjunction with the implementation of supportive national and regional*

3.4.10.1 Project Response

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

3.4.11 National Sustainable Mobility Policy

The National Sustainable Mobility Policy (Department of Transport, 2022) sets a framework for active travel and public transport to support the 51% reduction in greenhouse gas emissions by 2030. The vision for the policy is: *'To connect people and places with sustainable mobility that is safe, green, accessible and efficient.'*

1) The Policy includes three key principles, as follows:

2) Safe and Green Mobility;

3) People Focused Mobility; and

4) Better Integrated Mobility.

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

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

The foreword of the policy document comments, as follows:

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

It comments:

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

It further states:

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

Table 3.3: National Sustainability Policy Principles and Goals

Principle	Goal	
Safe and Green Mobility	*'Improve mobility safety.'*	*'Goal 1 aims to improve the safety of all mobility options including active travel, road and rail to prioritise the safety and security of those working on / travelling by sustainable mobility.'*
	'Decarbonise public Transport.'	*'Goal 2 aims to reduce emissions by transitioning the bus, rail and small public service vehicle (SPSV) fleet across the country to low/zero emission vehicles in line with available technology. The actions under this goal are aligned with the actions in the Climate Action Plan 2021 to reduce emissions in the sustainable mobility sector.'*
	'Expand availability of sustainable mobility in metropolitan areas.'	*'Goal 3 aims to expand the capacity and availability of sustainable mobility in our five cities (Cork, Dublin, Galway, Limerick and Waterford). This will be done through improved walking, cycling, bus and rail infrastructure, improved transport interchange and expanded public transport services. Transformed active travel and bus infrastructure and services in all five cities is fundamental to achieving the targets of 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fueled cars by 2030.'*
	'Expand availability of sustainable mobility in regional and rural areas.'	*'Goal 4 aims to expand the capacity and availability of sustainable mobility in a regional and rural context. This will be done through the delivery of improved active travel infrastructure, expansion of regional bus and rail services*

Principle	Goal	
		and local bus networks, and improved connectivity between different transport modes.'
	'Encourage people to choose sustainable mobility over the private car.'	*'Goal 5 aims to encourage modal shift to more sustainable options across all ages through behavioral change and demand management measures.'*
People Focused Mobility	*'Take a whole of journey approach to mobility, promoting inclusive access for all.'*	*'Goal 6 aims to support a whole of journey approach from planning a journey to arriving at the final destination and make sustainable mobility accessible and affordable to everyone. A whole of journey approach is also supported under Goals 7 and 10 through implementing a universal design approach to the design of new and retrofitted infrastructure; adherence to the Design Manual for Urban Roads and Streets; and promoting integrated mobility through innovative technologies.'*
	'Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.'	'Goal 7 aims to support enhanced permeability and ensure that the universal design principle and Hierarchy of Road Users model is used to inform future investment decisions to reduce inequalities, support a whole of journey approach, and prioritise sustainable mobility.'
	'Promote sustainable mobility through research and citizen engagement.'	'Goal 8 aims to improve research and citizen engagement around sustainable mobility and collaboration with other government departments, agencies and stakeholders in delivering the Policy.'
Better Integrated Mobility	*'Better integrate land use and transport planning at all levels.'*	*'Goal 9 aims to support compact growth and transport – oriented development through better integrated land use and transport planning.'*
	'Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.'	'Goal 10 aims to make the use of sustainable mobility and the interchange between different modes easier through investment in smart digital solutions. Alongside better integrated land use and transport planning, technological advances in transport can enable people to move seamlessly from one mode to another and support a whole of journey approach.'

3.4.11.1 Project Response

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

3.5 Regional Level Plans / Policy Context

3.5.1 Transport Strategy for the Greater Dublin Area 2016-2035

This document sets out how transport will be developed across the GDA, covering Dublin, Meath, Wicklow and Kildare up to the year 2035. It provides a framework for the planning and delivery of transport infrastructure and services as well as providing transport planning policy that agencies involved in land use planning, environmental protection and other infrastructure projects can use to align their investment priorities. The purpose of the strategy is to contribute to the economic, social and cultural progress of the GDA by providing for the efficient, effective and sustainable movement of people and goods.

In the preparation of this strategy, the region was divided into a number of corridors based on the national and regional transport networks and studies were undertaken to assess the transport proposals. In these studies, all of the transport demand and supply issues were examined, and the transport interventions required to meet future demand were derived. Six radial corridors located between Dublin City Centre core and the GDA boundary were identified. The proposed Project is located within 'Corridor A'. The strategy identifies a new Metro North project as the preferred approach to addressing demand in the central spine of the corridor.

'This study reviewed a range of heavy rail, light rail and bus rapid transit options and recommended new Metro North, a scheme that follows the same alignment as the previously proposed Metro North scheme, but which incorporates a number of significant variations, including shorter platforms permitting smaller stations, reduced rolling stock, fewer stations and vertical alignment changes. This recommendation was based on forecast travel demand, feasibility, and the potential benefits. This scheme will address radial demand in the central spine of the corridor.' (Transport Strategy for the GDA 2016, p.53).

The proposed Project will be delivered as part of a series of public transport infrastructure projects in the region that will provide an integrated network.

In respect of light rail, the relevant strategy proposals are

'It is intended to further develop the light rail network in the GDA through the implementation of the following projects:

- *New Metro North- light rail link from the south city centre to Swords and serving Dublin Airport, operating in tunnel under Dublin City Centre and providing a high frequency, high-capacity service;*
- *Green Line Capacity Enhancement- capacity enhancements to the Luas Green Line between St. Stephens Green and Bride's Glen (in advance of Metro South) allowing longer and higher capacity trans to be brought into the service on this line.'…*
- *Metro South - Luas Green Line Capacity Upgrade from the south city centre to Bride's Glen, completing a full north-south high-capacity high-frequency cross-city rail corridor through the central spine of the Metropolitan Area;* (Transport Strategy for the GDA 2016, p.66).

This strategy specifically identifies the proposed Project as an essential element to the wider public transport infrastructure. In addition, section 5.3.1 specifically relates to the proposed Project:

'Section 5.3.1 New Metro North ''New Metro North is a modified version of the original Metro North proposal which proposes providing a similar service at significantly reduced costs. This new metro line will provide a high-speed, high-capacity, high-frequency public transport link from the city centre to Dublin Airport and Swords. New Metro North will serve a large number of significant destinations, including Ballymun, Dublin City University and the Mater Hospital, and will interchange with other rail and bus services in the vicinity of Drumcondra, O'Connell Street and St. Stephen's Green'. (Transport Strategy for the GDA 2016, p.67).

Section 5.3.3 considers the potential future project Metro South which will extend the Metro to Sandyford

'While the Luas Green Line Capacity Enhancement project will provide an additional level of passenger capacity, a significant further uplift will be required to cater for the longer term usage forecasts. This will require an upgrading of the line to metro standard through the extension of new Metro North southwards, via a tunnel, to join the Green line in the Ranelagh area. This will enable the through running of Metro trams from Swords to Bride's Glen.

The upgrading of the Luas Green Line to Metro will ensure that growth along this corridor can be accommodated and, in combination with new Metro North to Swords, will provide Dublin with a high capacity, high-frequency cross-city rail corridor serving critical destinations at Dublin Airport, Dublin City University, the City Centre and Sandyford directly.

The connection between the extended new Metro North tunnel and the Luas Green Line, will facilitate services south of this connection point either running underground through the City Centre and onwards to Dublin Airport and Swords, or continuing on surface and linking with Luas Cross City.'

Section 5.6 sets out cycle policy in the region. The routes identified in the strategy are those established in the Greater Dublin Area Cycle Network Plan, as described in Section 3.5.4.

Section 5.10 identifies the locations of strategic P&R Facilities to be provided in the region. A P&R Facility is identified for delivery at the terminal station of the Metro project.

'Park and Ride facilities will be provided to facilitate those living beyond the local walking catchment of rail, or feasible alternative public transport services, to access destinations through the public transport network.

An essential prerequisite of park and ride provision is that such facilities improve public transport accessibility without unduly worsening road congestion, or increasing the total distance travelled by car. In practice, this means that park and ride car parks should be located in areas where the road network has the capacity to absorb the impact of car traffic and should not be located where they might encourage people who would otherwise access public transport locally, to drive further to access a site, thus adding to congestion.

In regard to the above objectives, it is intended to:

Develop a network of strategic rail-based park and ride facilities at appropriate points where rail services intersect with the national road network, adjacent to, or outside of, the M50. These facilities are, or would be, located at Swords, Finglas, Dunboyne, Liffey Valley, Naas Road, Carrickmines, Woodbrook and Greystones.'

Section 6.6 relates to the optimisation of interchange and transport facilities:

'Provide high quality passenger interchange points, which facilitate convenient transfer between public transport services, in various town centres throughout the region and at key transport locations in the Dublin Metropolitan Area, such as St. Stephen's Green, Westmoreland Street/D'Olier Street, Tallaght and Blanchardstown'.

Provide, outside of Dublin City Centre, drop-off facilities and taxi ranks at key train stations and Luas stops;

Ensure that secure cycle parking facilities are provided at all train stations, and that cycle parking stands are provided at all Luas and BRT stops outside of the core city centre area

(Transport Strategy for the GDA 2016, p.91).

The National Transport Authority is required to prepare an Integrated Implementation Plan (IIP) for the Transport Strategy covering the period 2019 to 2024. The purpose of the IIP is to align with the NDP regarding capital funding. The plan sets out the key infrastructure investment programme over the course of the plan. Under the Light Rail Investment chapter, one of the objectives of this sub-programme is to 'Complete the planning and design for the MetroLink scheme and commence its construction in 2021' (Integrated Implementation Plan 2018, p.25)

3.5.1.1 Project Response

The proposed Project will provide one of the key transport nodes at St. Stephen's Green and is within close proximity to other forms of public transport.

The proposed Project complies with and supports the policies set out in NTA's Transport Strategy for the GDA 2016-2035 through the commitment to deliver a high-capacity high-frequency cross-city public transport link to serve Dublin Airport, institutions, facilitate multi-modal interchange with other cross city transport modes to enhance connectivity and the provision of a strategic P&R Facility north of Swords.

Therefore, the Transport Strategy for the GDA clearly identifies the proposed Project as being of strategic and national importance.

The proposed Project will interchange with key existing and planned high-capacity public transport infrastructure proposed for the region. It will not preclude the future delivery of DART+ Tunnel, formerly known as DART Underground project, which will be subject to a route selection process for a new project.

3.5.2 Draft Greater Dublin Area Transport Strategy 2022-2042

The Draft Greater Dublin Area Transport Strategy 2022-2042 (NTA 2021b) (hereafter described as the Draft GDATS) was published for consultation in November 2021. 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 Draft GDATS sets four objectives, as follows

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

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

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

Key future growth enablers directly related to transport include:

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

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

- *RPO 4.31: Support Swords-Dublin Airport as a key location for airport-related economic development and employment provision linked to the protection and enhancement of access to Dublin Airport lands including the delivery of Metrolink;*
- *RPO 5.2: Support the delivery of key sustainable transport projects including Metrolink, DART and Luas expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned;*

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

Measure LRT1 – MetroLink

It is intended to seek planning consent for MetroLink in 2022 and, subject to receipt of approval, to proceed with the construction of the project.

The Draft GDATS provides policy support for the proposed Project Depot:

Measure LRT11 – Additional Depot Facilities

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

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

Measure INT4 – Major Interchanges and Mobility Hubs

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

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

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

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

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

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

Measure RAIL2 – DART+ Tunnel

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

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

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

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

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

Table 9.1 Park and Ride M1/N1 Corridor - indicative no. of spaces 1,000

It is noted that the 1,000 spaces identified was generated on the basis of bus only within the NTA P&R Office and relates to potential demand without Metrolink.

3.5.2.1 Project Response

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

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

The principal purpose of the Regional Spatial and Economic Strategy (RSES) 2019-2031 is to support the implementation of the Project Ireland 2040 through the NPF, the NDP and the economic policies by providing a long-term strategic planning and economic framework for the development of the Region. The RSES represents the regional tier for planning policy and provides a vision; a spatial plan and investment framework to shape future development of the Eastern and Midland Region to the year 2031. There are also sub-regional planning functions; Strategic Planning Areas. The RSES was formally adopted June 2019 by the Eastern and Midland Regional Assembly and replace the previous Regional Planning Guidelines for the Greater Dublin Area 2010-2022.

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

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

The Strategy develops Regional Strategic Outcomes (RSOs) that are aligned to the principles above. These are aligned to the United Nations Sustainable Development Goals, EU thematic objectives and the National Planning Framework.

The RSOs relevant to the proposed Project and the principles to which each is aligned, are:

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

In the RSES, the policy responses are set out as Regional Policy Objectives (RPOs). Those RPOs that relate to Growth Strategy and People and Place that refer to the proposed Project are as follows:

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

'RPO3.5: Identification of suitable employment and residential lands and suitable sites for infrastructure should be supported by a quality site selection process that addresses environmental concerns such as landscape, cultural heritage, ensuring the protection of water quality, flood risks and biodiversity as a minimum'. (Regional Spatial Economic Strategy 2019, p.41).

RPO4.2: Infrastructure investment and priorities shall be aligned with the spatial planning strategy of the RSES. All residential and employment developments should be planned on a phased basis in collaboration with infrastructure providers so as to ensure adequate capacity for services (e.g., water supply, wastewater, transport, broadband) is available to match projected demand for services and that the assimilative capacity of the receiving environment is not exceeded'. (Regional Spatial Economic Strategy 2019, p.51).

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

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

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

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

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

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

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

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

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

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

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

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

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

'RPO 5.2: Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, Bus Connects and the Greater Dublin Metropolitan Cycle Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned'. (Regional Spatial Economic Strategy 2019, p.107).

RPO 5.3: Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.' (Regional Spatial Economic Strategy 2019, p.107).

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

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

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

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

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

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

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

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

3.5.3.1 Project Response

The proposed Project is identified as a key infrastructure project to deliver on the principles of Healthy Placemaking, Climate Action and Economic Opportunity, which will support the regional growth strategy for the Eastern and Midland Region including the Dublin Metropolitan Area Strategic Plan area. The proposed Project will integrate transport with land use planning. The delivery of a high-capacity public transport corridor will enable and support delivery of both residential and economic development opportunities, facilitating the sustainable growth of Dublin City and its metropolitan area, with a particular opportunity to deliver planned residential and employment growth at Swords.

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

3.5.4 Greater Dublin Area Cycle Network Plan

The Greater Dublin Area Cycle Network Plan (GDACNP) 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. The following are the networks identified in the plan:

- 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.
- 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 thirteen proposed radial routes to serve Dublin City Centre, six orbital routes are proposed to link the radial routes to suburban centres around the city. Nationally, there are 13 routes proposed; four of which are within the GDA and three are located within close proximity to the proposed Project as follows:

- National Cycle Network Corridor 2 Galway to Dublin: It will approach Dublin along the Royal Canal and in the city. This is part of the trans-European EuroVelo Route 2.
- National Cycle Network Corridor 10 Cork to Dublin: This route will most likely follow the Grand Canal into Dublin City.
- National Cycle Network Corridor 13 River Boyne to Royal Canal: This route will go along the Royal Canal.

Interactions between elements of the GDACNP and the proposed Project are noted in Section 4 of the report as each element of the project is described.

3.5.4.1 Project Response

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

3.5.5 Draft Greater Dublin Area Cycle Network Plan 2021

The GDACNP 2021 updates and expands upon the previous GDACNP from 2013. The revision concentrates on the identifying the links to provide an adequate network and expanding the GDACNP to strengthen access and local permeability within Dublin and the Greater Dublin Area towns. A consistent cycling network across county boundaries that improves safety, efficiency and longer distance cycling for either commuting or leisurely trips has been acknowledged. Both the 2013 and 2021 GDACNP cknowledge the need for a better cycling experience to increase participation, improve safety and accessibility. The better connection is based on the compact cities concept whereby communities are planned so that people can live and work within a relatively 15-minute cycle from key destinations.

The draft Plan identifies the opportunities that Metrolink provides.

MetroLink MetroLink is a proposed Metro line from Swords to Charlemont in Dublin City. Integrated cycling facilities will have the potential to increase the catchment of MetroLink stations. This line will be segregated from general traffic, thus not affecting cyclists' safety directly. Cycle severance concerns may be resolved with suitable measures such as footbridges (with cycling facilities) and grade-separated crossings.

3.5.5.1 Project Response

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

3.6 Local Policy Context

3.6.1 Fingal County Council

3.6.1.1 Fingal Development Plan 2017-2023

Strategic Policy

The aim of the FDP 2017-2023 is to build on the county'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.

The strategic vision for the county is to:

- *'Consolidate urban areas to provide a vibrant, attractive environment for living and working, facilitating efficient movement by sustainable modes of transport throughout the County;*
- *Create a high quality built environment integrating the conservation of Fingal's built heritage with best practice contemporary architecture and urban design;*
- *Support and protect Fingal's attractive rural villages and countryside which support agriculture, horticulture, recreation and tourism. Promote vibrant rural villages with a mix of uses, through the creation of a dynamic framework which involves people living, working, and interacting for social and community reasons;*
- *Ensure consistency with the Council's Core, Settlement and Housing Strategies to provide high quality housing of a sufficient scale and mix, located in optimum locations and aligned with adequate infrastructure, services and amenities;*
- *Direct rural generated housing demand to villages and rural clusters and promote the re-use and rehabilitation of existing housing stock in rural areas in preference to new build in order to preserve and enhance the distinct character of rural Fingal;*
- *Make better use of key resources such as land, water, energy, waste and transportation infrastructure;*
- *Create a competitive business environment supporting economic development, job creation, tourism and prosperity for all; and*
- *Reduce climate change through settlement and travel patterns and reduced use of non-renewable resources.' (FDP 2017-2023, p.7).*

The Core Strategy of the FDP identifies a Metro scheme serving Swords as an imperative for the town's future sustainable development.

In anticipation of the development of the indicative route for new Metro North, a strategic land bank providing for the development of a sustainable, vibrant, attractive and well-connected mixed use urban district on the northern side of Swords has been identified at Lissenhall. These lands would be the subject of an approved Local Area Plan and be developed over the period of several Development Plans, i.e., over the next 20 – 25 years.

The indicative route for new Metro North will facilitate the optimal development of Swords into the future and the Council will maximise the benefits of and the efficient use of the Metro for the benefit of those living and working in the town. The Council, in accordance with best practice and the principles of sustainable development, will seek to maximize the opportunities created by the arrival of this key piece of infrastructure. To this end the identification and promotion of the Metro Economic Corridor(s) will be of strategic importance to the economy and well-being of the County's residential and business/employment population. (FDP 2017-2023, p.36).

In addition, the residential capacity for the county is directed to lands in accordance with a hierarchy of settlements, with Swords as one of the two 'Consolidated Towns' that will accommodate the majority of future housing. This capacity is unlocked by the provision of a Metro project.

The FDP recognises that seeking development of a high-quality public transport system such as the proposed Project is a means to promoting modal change and active travel.

Within the FDP, the proposed Project is identified as a project that supports the following overarching strategic policies:

- *Strategic Policy 15: '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 the New Metro North and Light Rail corridor, improvements to railway infrastructure including the DART Expansion Programme, Quality Bus Corridors (QBC's) and Bus Rapid Transport (BRT) systems, together with enhanced facilities for walking and cycling';*
- *Sword Development Strategy: 'Develop high quality public transport links to Dublin City, Dublin Airport and the Greater Dublin area, with a particular emphasis on the indicative route for new Metro North.';*
- *MT01: '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.'; and*
- *MT25: 'Support TII and the NTA in developing a revised design of the proposed new Metro North that addresses the needs of the Swords-Airport-City Centre corridor, environmental sensitivities and securing permission from An Bord Pleanála.'*

Zoning Objectives

The FDP establishes a number of zoning objectives to regulate and manage future land uses within the county area. The proposed Project passes through or under the zoning objectives set out in Table 3.5.

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

Table 3.4: FCC Zoning Objectives

Zoning Objective	Vision	Objective
'ME'- Metro Economic Corridor	*Provide for an area of compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the Metro within a setting of exemplary urban design, public realm streets and places, which are permeable, secure and within a high quality green landscape. Landmark buildings will provide strong quality architectural features, which respect and enhance the character of the area into which they sit. The designated areas will form sustainable districts which possess a high degree of connectivity and accessibility and will be developed in a phased manner subject to the necessary provision of social and physical infrastructure*	*Facilitate opportunities for high-density mixed-use employment generating activity and commercial development and support the provision of an appropriate quantum of residential development within the Metro Economic Corridor.*
'OS'- Open Space	*Provide recreational and amenity resources for urban and rural populations subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority.*	*Preserve and provide for open space and recreational amenities.*
'HA'- High Amenity	*Protect these highly sensitive and scenic locations from inappropriate development and reinforce their character, distinctiveness and sense of place. In recognition of the amenity*	*Protect and enhance high amenity areas.*

Zoning Objective	Vision	Objective
	potential of these areas opportunities to increase public access will be explored.	
'RS'- Residential	*Ensure that any new development in existing areas would have a minimal impact on and enhance existing residential amenity.*	*Provide for residential development and protect and improve residential amenity*
'MC'- Major Town Centre	*Consolidate the existing Major Towns in the County, (Blanchardstown, Swords and Balbriggan). The aim is to further develop these centres by densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses, and urban streets, while delivering a quality urban environment which will enhance the quality of life of resident, visitor and workers alike. The zone will strengthen retail provision in accordance with the County Retail Strategy, emphasise urban conservation, ensure priority for public transport, pedestrians and cyclists while minimising the impact of private car based traffic and enhance and develop the existing urban fabric. In order to deliver this vision and to provide a framework for sustainable development, masterplans will be prepared for each centre in accordance with the Urban Fingal Chapter objectives*	*Protect, provide for and/ or improve major town centre facilities*
'HT'- High Technology	*Facilitate opportunities for high technology, high technology and advanced manufacturing, major office and research and development based employment within high quality, highly accessible, campus style settings. The HT zoning is aimed at providing a location for high end, high quality, value added businesses and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity*	*Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment*
'RA'- Residential Area	*Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities*	*Provide for new residential communities subject to the provision of the necessary social and physical infrastructure.*
'RW'- Retail Warehousing	*Facilitate the sale of bulky goods/goods in bulk within high quality settings and highly accessible locations, with an emphasis on exemplar sustainable design and aesthetic quality.*	*Provide for retail warehousing development.*
'GB'- Green Belt	*Create a rural/urban Greenbelt zone that permanently demarcates the boundary (i) between the rural and urban areas, or (ii) between urban and urban areas. The role of the Greenbelt is to check unrestricted sprawl of urban areas, to prevent coalescence of settlements, to prevent countryside encroachment and to protect the setting of towns and/or villages. The Greenbelt is attractive and multifunctional, serves the needs of both the urban and rural communities, and strengthens the links between urban and rural areas in a sustainable manner. The Greenbelt will provide opportunities for countryside access and for recreation, retain attractive landscapes, improve derelict land within and around towns, secure lands with a nature conservation interest, and retain land in agricultural use. The zoning objective will have the consequence of achieving the regeneration of undeveloped town areas by ensuring that urban development is directed towards these areas*	*Protect and provide for a Greenbelt*
'DA'- Dublin Airport	*Facilitate air transport infrastructure and airport related activity/uses only (i.e. those uses that need to be located at or near the airport). All development within the Airport Area should*	*Ensure the efficient and effective operation and development of the*

Zoning Objective	Vision	Objective
	be of a high standard reflecting the status of an international airport and its role as a gateway to the country and region. Minor extensions or alterations to existing properties located within the Airport Area which are not essential to the operational efficiency and amenity of the airport may be permitted, where it can be demonstrated that these works will not result in material intensification of land use	*airport in accordance with an approved Local Area Plan.*
'GE'- General Employment	*Facilitate opportunities for compatible industry and general employment uses, logistics and warehousing activity in a good quality physical environment. General Employment areas should be highly accessible, well designed, permeable and legible*	*Provide opportunities for general enterprise and employment*

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

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

Table 3.5 Fingal County Development Plan 2017-2023 - Use Classes Relevant to the proposed Project

Zoning Objective	Public Transport Station	Rail Infrastructure	Utility Installation	Bridge	Park and Ride
'ME'- Metro Economic Corridor	Permitted in Principle	Other Use	Permitted in Principle	Other Use	Other Use
'OS'- Open Space	Other Use	Other Use	Other Use	Other Use	Other Use
'HA'- High Amenity	Not Permitted	Other Use	Other Use	Other Use	Other Use
'RS'- Residential	Other Use	Other Use	Permitted in Principle	Other Use	Other Use
'MC'- Major Town Centre	Permitted in Principle	Other Use	Permitted in Principle	Other Use	Other Use
'HT'- High Technology	Other Use	Other Use	Permitted in Principle	Other Use	Other Use
'RA'- Residential Area	Permitted in Principle	Other Use	Permitted in Principle	Other Use	Other Use
'RW'- Retail Warehousing	Other Use	Other Use	Permitted in Principle	Other Use	Other Use
'GB'- Green Belt	Other Use	Other Use	Other Use	Other Use	Other Use
'DA'- Dublin Airport	Permitted in Principle	Other Use	Permitted in Principle	Other Use	Other Use
'GE'- General Employment	Other Use	Other Use	Permitted in Principle	Other Use	Other Use

Metro Route

Within the FDP, an alignment for a Metro serving Swords and Dublin Airport is referenced in the written statement and in the zoning maps. This is identified as an indicative alignment in the written statement and as 'Indicative Metro Route' on the development plan maps.

It is noted that the Metro Economic Corridor zoning objective in particular is clearly related to a Metro project serving Swords, Dublin Airport and southwards towards Dublin City, based on the indicative Metro alignment. While the

alignment of the proposed Project differs from the indicative alignment identified in the FDP, each of the areas zoned for Metro Economic Corridor within Fingal continue to be accessible to the alignment and the stops within the proposed Project.

Public Safety Zones

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

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

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

Table 3.6: Public Safety Zones Permitted Uses

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

The guidance on the use and scale of development within the Inner and Outer Safety Zones was adopted into the FDP 2017 – 2023, which includes the following objectives

Objective DA13

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

Objective DA14

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

Noise Zones

Table 7.2 of the FDP identifies four Aircraft Noise Zones, and these are set out in Table 3.7 below

Table 3.7: Noise Zone Descriptions

Zone	Objective
D	To identify noise sensitive developments which could potentially be affected by aircraft noise and to identify any larger residential developments in the vicinity of the flight paths serving the Airport in order to promote appropriate land use and to identify encroachment. All noise sensitive development within this zone is likely to be acceptable from a noise perspective. An associated application would not normally be refused on noise grounds, however where the development is residential-led and

Zone	Objective
	comprises non-residential noise sensitive uses, or comprises 50 residential units or more, it may be necessary for the applicant to demonstrate that a good acoustic design has been followed. Applicants are advised to seek expert advice.
C	To manage noise sensitive development in areas where aircraft noise may give rise to annoyance and sleep disturbance, and to ensure, where appropriate, noise insulation is incorporated within the development Noise sensitive development in this zone is less suitable from a noise perspective than in Zone D. A noise assessment must be undertaken in order to demonstrate good acoustic design has been followed. The noise assessment must demonstrate that relevant internal noise guidelines will be met. This may require noise insulation measures. An external amenity area noise assessment must be undertaken where external amenity space is intrinsic to the development's design. This assessment should make specific consideration of the acoustic environment within those spaces as required so that they can be enjoyed as intended. Ideally, noise levels in external amenity spaces should be designed to achieve the lowest practicable noise levels. Applicants are strongly advised to seek expert advice.
B	To manage noise sensitive development in areas where aircraft noise may give rise to annoyance and sleep disturbance, and to ensure noise insulation is incorporated within the development. Noise sensitive development in this zone is less suitable from a noise perspective than in Zone C. A noise assessment must be undertaken in order to demonstrate good acoustic design has been followed. Appropriate well-designed noise insulation measures must be incorporated into the development in order to meet relevant internal noise guidelines. An external amenity area noise assessment must be undertaken where external amenity space is intrinsic to the developments design. This assessment should make specific consideration of the acoustic environment within those spaces as required so that they can be enjoyed as intended. Ideally, noise levels in external amenity spaces should be designed to achieve the lowest practicable noise levels. Applicants must seek expert advice.
A	To resist new provision for residential development and other noise sensitive uses. All noise sensitive developments within this zone may potentially be exposed to high levels of aircraft noise, which may be harmful to health or otherwise unacceptable. The provision of new noise sensitive developments will be resisted.

3.6.1.2 Fingal Development Plan 2017-2023 - Project Response

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

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

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

Table 3.8: FCC Strategic Policies

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
1.5	Main Aims of the Development Plan	4	*'Promote an appropriate balance of development across the County, by developing a hierarchy of high quality, vibrant urban centres and clearly delineated areas of growth, and favouring expansion in areas nearest to existing or planned public transport nodes.'*	The proposed Project facilitates the sustainable growth of Swords and other settlements in the county, directly providing a high capacity public transport spine that supports the integration of land use and transport meeting core strategy priorities.
1.6	Strategic Policy	4	*'Promote and facilitate the long-term consolidation and growth of the County town of Swords as provided for in the Swords Strategic Vision 2035.'*	The proposed Project will facilitate the development of undeveloped lands along its alignment. Out of the seven planned metro stations in the county, five are on 'Metro Economic Corridor' zoned lands, while the remaining stations also serve strategic development locations.
1.6	Strategic Policy	15	*'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 the New Metro North and Light Rail corridor, improvements to railway infrastructure including the DART Expansion Programme, Quality Bus Corridors (QBC's) and Bus Rapid Transport (BRT) systems, together with enhanced facilities for walking and cycling'*	The proposed Project directly responds to FDP policy through bringing forward the Metro scheme as part of a series of network improvements for sustainable transport.
1.6	Strategic Policy	16	*'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.'*	The proposed Project prioritises public transport connectivity, integrating with walking, cycling and other public transport options across the city region.
1.6	Strategic Policy	21	*'Promote, drive and facilitate the transition in the future to an entirely renewable energy supply.'*	The proposed Project contributes to a significant increase in the proportion of renewable energy use within the county in the transport sector. When operational, all operational power for traction and stations will be purchased from a certified renewable energy supplier.
1.8	Cross Cutting Themes – Sustainable Development	n/a	*'Incorporating energy efficiency into design and construction and where possible alternative energy technologies such as bio-energy, solar energy, heat pumps, heat recovery and wind energy should be encouraging this can help reduce our reliance on fossil-fuels and minimise emissions of CO2 and other*	Elements that will mitigate operational carbon include: ▪ Implement a whole-life Carbon Management Plan aligned to PAS 2080 (Green Construction Board 2016) to inform the design, build and operation of MetroLink

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
			greenhouse gases that contribute to global warming and climate change.	utilising TII's Carbon Assessment Tool; ▪ Achieve Net Zero for operational energy by the design year of (2045) with a stretch aspiration to be close (>80%) to Net Zero at start of operation (2030) through energy efficiency, innovation, green power purchases and offsetting residual emissions; ▪ Achieve a reduction in mains water use during operation through the use of rainwater harvesting, water re-use and efficiency systems and devices at all work sites, stations and buildings. Wastewater from the vehicle washing plant will be treated and recycled in-situ to reduce water usage; ▪ Requiring operations to achieve high recycling rates with an aspiration to achieve zero waste directly to landfill. Within the proposed Project there is the ambition to achieve net zero carbon for operational energy by the design year of (2045). Prior to this TII is exploring the purchase of up to 80% of its operational demand from certified low or zero carbon electricity for operations and, additionally, to research the feasibility of offsetting any residual emissions. A Corporate Power Purchase Agreement (CPPA) is a financial contract with a renewable generator that will allow for a guaranteed source of renewable power for the operation of the Proposed Project in future. In addition, up to 10% of the power requirement will come from on-site generation of power. Should there be a period where the on-site generation is not operating to full capacity, the shortfall to ensure 10% is met can be made through Green Tariffs etc. The remaining 10% of power will be required to be sourced from the National Grid.
1.8	Cross Cutting Themes – Sustainable Development	n/a	*'Promoting the use of low embodied energy materials, sustainable buildings technologies and reduced resource use in the construction of buildings is an important consideration in the planning and construction of new developments.'*	Elements that will mitigate construction carbon include: ▪ Implement a whole-life Carbon Management Plan aligned to PAS 2080 (Green Construction Board 2016) to inform the detailed

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				design, build and operation of MetroLink; ▪ Deliver a reduction in capital and embodied carbon against baseline produced in this chapter during detailed design; ▪ Integrate and maintain measures to manage construction and operational surface water and stormwater runoff; ▪ Undertake updated Climate Change Risk Assessments for all assets and implement measures to mitigate identified impacts during detailed design and prior to the commencement of operation; ▪ Implement a Waste Management Plan for Construction and Demolition Waste to facilitate a maximum of 5% construction and demolition waste (non-hazardous) and 5% of operational waste (by weight / volume) disposed in landfill. Waste sent to landfill has a significantly higher embodied carbon compared to incinerated waste or recycled waste. Waste generated during the Construction Phase will be carefully managed according to the accepted waste hierarchy set out in the Waste Framework Directive (2008/98/EC), which gives precedence to prevention, minimisation, reuse and recycling over disposal with energy recovery and finally disposal to landfill; ▪ Undertake lifecycle assessments for major asset components and implement recommendations to influence procurement of low carbon / sustainable materials and equipment; ▪ Procure materials for major asset components that have verified Environmental Product Declarations (EPD). ▪ Specify the use of low carbon materials with a minimum of 20% secondary and recycled content e.g. concrete or steel. The replacement, where technically feasible, of concrete containing ordinary Portland cement with concrete containing ground granulated blast furnace slag

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
				(GGBFS). The replacement, where feasible, of concrete with concrete containing up to 50% GGBFS. The majority of concrete is assumed to be RC 32/40Mpa which has an embodied carbon of 211 $kgCO_2e$ per m^3 with 50% GGBFS replacement compared to a standard embodied carbon of 359$kgCO_2e$ per m^3, a 41% reduction; ▪ Achieve a reduction in mains water use during construction through the use of rainwater harvesting, water re-use and efficiency systems and devices at all work sites, stations and buildings; ▪ Materials will be reused as much as possible within the extent of the sites, in addition, materials will be sourced locally where possible to reduce the embodied carbon emissions associated with transport; ▪ Requiring operations to achieve high recycling rates with an aspiration to achieve zero waste directly to landfill. This will also include audits prior to any demolition/excavation to review for material that can be reused on site. ▪ Rainwater and pumped water from excavations will be collected and reused on site. This will account for at least 25% of the water required during the Construction Phase; ▪ The diversion of waste materials from landfill / incineration to re-use onsite or offsite or recycling of material; and Where generators are expected to be the only option for power supply at satellite compounds, the use of portable solar panels with battery packs, and (potentially) wind generators will be considered as alternatives to diesel power
2.7	Settlement Strategy	Objective SS01	*'Consolidate the vast majority of the County's future growth into the strong and dynamic urban centres of the Metropolitan Area while directing development in the hinterland to towns and villages, as advocated by national and regional planning guidance.'*	The proposed Project will support significant future growth in Swords as one of the two Metropolitan consolidation towns identified in the Settlement Strategy.

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
2.7	Settlement Strategy	Objective SS06	*'Identify and support the provision of key enabling infrastructure at strategic sites in Fingal County to facilitate their release for development in response to the current housing crisis.'*	The proposed Project is a piece of strategic infrastructure that provides a transport spine that supports the opportunity to develop significant adjacent areas for regeneration and redevelopment, as identified in the FDP.
3.2	Sustainable Communities – Local Area Plans	Objective PM13	*'Prepare Local Area Plans for areas designated on Development Plan maps in co-operation with relevant stakeholders, and actively secure the implementation of these plans and the achievement of the specific objectives indicated.'*	The proposed Project responds to those Local Area Plans through which it passes and complies with the policies and objectives contained therein. This is set out further in Section 4 that address the specific policy that affect each station and section of alignment.
3.2	Sustainable Communities – Local Area Plans	Objective PM14	*'Prepare Masterplans for areas designated on Development Plan maps in co-operation with relevant stakeholders, and actively secure the implementation of these plans and the achievement of the specific objectives indicated.'*	The proposed Project responds to those Masterplan areas through which it passes and complies with the policies and objectives contained therein. This is set out further in Section 4 that address the specific policy that affect each station and section of alignment.
3.2	Sustainable Communities – Local Area Plans	Objective PM15	*'Implement Masterplans prepared in accordance with the Development Plan.'*	The proposed Project will help deliver the essential transport infrastructure required to assist in the future development of the relevant Masterplans.
4.2	Metropolitan Area - Swords	Objective SWORDS 22	*'Facilitate the development of a short-term Park and Ride facility on lands in close proximity to the proposed Fosterstown Metro Stop.'*	A short-term P&R facility within the vicinity of Fosterstown does not form part of the proposed Project. However, the proposed Project will not impede land access nor the possibility of this from being developed.
4.2	Metropolitan Area - Swords	Objective SWORDS 24	*'As part of the Lissenhall LAP, facilitate and actively promote the provision of a Lissenhall Metro North Stop that would include significant Park and Ride capabilities and bus service facilities.'*	The proposed Project will provide both a P&R facility and bus stops in advance of the preparation of the LAP.

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
4.2	Metropolitan Area – Swords Local Area Plans and Masterplans	Objective SWORDS 26	'Prepare a Local Area Plan for lands at Lissenhall (Refer to Map Sheet No. 8 LAP 8.A) to provide for the longer-term strategic development of the area as a planned sustainable mixed-use urban district, physically and functionally integrated with Swords. ▪ The Local Area Plan will assess and determine the sequencing and phasing of development subject to the delivery of the necessary infrastructure, indicative route for new Metro North and its potential extension. ▪ The Local Area Plan will assess and determine the appropriate scale and mix of uses of employment, residential and supporting community and retail facilities. ▪ The Local Area Plan lands will be subject to a detailed flood risk assessment to address potential flood risk, proposed mitigation measures and assign appropriate land uses. ▪ The Local Area Plan will take note of potential noise pollution from road, rail and motorway traffic and implement measures to address any issues that may cause annoyance to potential residents.'	The proposed Project facilitates the future development of a LAP that meets the requirements of the FDP in terms of its aspirations for Lissenhall.
4.2	Metropolitan Area – Swords Local Area Plans and Masterplans	Objective SWORDS 27	Prepare and/or implement the following Local Area Plans and Masterplans during the lifetime of this Plan: ▪ Lissenhall East Local Area Plan (see Map Sheet 8, LAP 8.B) ▪ Oldtown / Mooretown Local Area Plan (see Map Sheet 8, LAP 8.C) ▪ Estuary West Masterplan (see Map Sheet 8, MP 8.A) ▪ Estuary Central Masterplan (see Map Sheet 8, MP8.B) ▪ Estuary East Masterplan (see Map Sheet 8, MP 8.C) ▪ Watery Lane Masterplan (see Map Sheet 8, MP 8.D) ▪ Seatown North Masterplan (see Map Sheet 8, MP 8.E) ▪ Seatown South Masterplan (see Map Sheet 8, MP 8.F) ▪ Brackenstown Masterplan (see Map Sheet 8, MP 8.G) ▪ Barryspark Masterplan (see Map Sheet 8, MP 8.H)	The proposed Project facilitates the delivery of the objectives for each of the masterplan areas through which it passes and those that it may affect, such as the future Lissenhall Local Area Plan. These are detailed below as part of the site-specific responses.

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
			▪ Fosterstown Masterplan (see Map Sheet 8, MP 8.I) ▪ Crowscastle Masterplan (see Map Sheet 8, MP 8.J)	
4.2	Urban Fingal – Metropolitan Area Santry	Objective SANTRY 5	*'Prepare and implement a Masterplan for lands identified at Northwood (see Map Sheet 11, MP 11.E) during the lifetime of this Plan. The main elements to be included are provided. The list is not intended to be exhaustive:* ▪ *'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…'*	The proposed Project will not provide an underpass provision on land surrounding Northwood metro station from being developed.
6.2	Strategy for Economic Development – Sustainable Economic Development	Objective ED03	*'Ensure that economic development zonings are logically and coherently located to maximise upon infrastructural provision, particularly in relation to locating high-employee generating enterprise and industry proximate to high capacity public transport networks and links thereby reducing reliance on private car transport.'*	The proposed Project directly contributes to delivering on this objective of the FDP for the people of Fingal as it is routed adjacent to lands specifically identified for high intensity development combining both employment and residential uses, while also serving Dublin Airport, the county's largest employer. In addition, through connectivity and integration with the public transport network with the city region, the proposed Project connects major employment and residential areas across the region.
6.2	Strategy for Economic Development – Sectoral Opportunities and Stakeholder Engagement	Objective ED16	*'Maximise the amount of employment growth and enterprise creation across all economic sectors and ensure that growth is distributed in a sustainable manner across the County in accordance with the Settlement Strategy.'*	The proposed Project complies with this objective as it delivers the key identified public transport infrastructure to the county's major settlement in line with development plan policy.
6.13	Land Use Zonings and Sectoral Building Requirements – Metro Economic	Objective ED100	*'Ensure high quality urban design proposals within the Metro Economic zoning, incorporating exemplary public spaces, contemporary architecture and sustainable places within a green landscape setting.'*	The proposed Project facilitates high quality in place-making e.g. well-connected, safe movement within and between development areas, facilitating urban streets and green landscapes. The urban realm and landscape design has been significantly developed in consultation with FCC to ensure it integrates with masterplans for the area. Chapter 27 (The Landscape) of the EIAR assesses in more detail.
7.1	Movement and Infrastructure	Objective MT02	*'Support the recommendations of the National Transport Authority's Transport Strategy for the Greater Dublin Area*	The proposed Project will deliver one of the light rail infrastructure projects

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
	- Spatial Planning and National Roads Guidelines for Planning Authorities		*2016-2035 to facilitate the future sustainable growth of Fingal.'*	identified in the Transport Strategy for the GDA 2016-2035
7.1	Movement and Infrastructure - Spatial Planning and National Roads Guidelines for Planning Authorities	Objective MT03	*'Implement Smarter Travel – A Sustainable Travel Future policy and work to achieve the Key Goals set out in this policy.'*	The proposed Project delivers on the core principles and objectives of Smarter Travel. See Section 3.5.5 for further details.
7.1	Movement and Infrastructure – Electric Vehicles	Objective MT10	*'Facilitate the provision of electricity charging infrastructure for electric vehicles both on street and in new developments in accordance with car parking standards.'*	The proposed Project provides for EV charging at 694 spaces in the P&R.
7.1	Movement and Infrastructure – Sustainable Transport – Walking and Cycling	Objective MT15	*'Investigate and avail of the opportunities provided by new Metro North and any other public transport infrastructure to provide new cycle and pedestrian links including crossings of the M50 which currently represents a major barrier to active transport modes.'*	This has been investigated as part of the project design. However, is not feasible to deliver such a crossing as part of the proposed Project.
7.1	Movement and Infrastructure – Sustainable Transport – Walking and Cycling	Objective MT22	*'Improve pedestrian and cycle connectivity to stations and other public transport interchanges.'*	The proposed Project has been developed to include cycling access and facilities at stations together with connectivity to adjoining existing and proposed cycling infrastructure.
7.1	Movement and Infrastructure – Sustainable Transport – Proposed New Metro North	Objective MT25	*'Support TII and the NTA in developing a revised design of the proposed new Metro North that addresses the needs of the Swords-Airport-City Centre corridor, environmental sensitivities and securing permission from An Bord Pleanála.'*	The proposed Project has been developed in consultation with FCC for its relationship to the vision, policies and objectives in the FDP.
7.1	Movement and Infrastructure – Sustainable Transport – Proposed New Metro North	Objective MT26	*'Support TII and the NTA in a possible future extension of the proposed new Metro North finishing point to connect with the Northern Line in Donabate, with a view to securing permission from An Bord Pleanála.'*	The proposed Project will deliver a Metro line north to a terminal at Estuary in line with the policy set out in the Transport Strategy for the GDA 2016-2035. It does not preclude the future extension further northwards through Lissenhall, subject to its own assessment and consent.

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
7.1	Movement and Infrastructure – Park and Ride	Objective MT35	*'Promote and support the provision of Park and Ride facilities at suitable locations near high-capacity public transport stations/stops.'*	The proposed Project will deliver a P&R facility adjacent to the high capacity metro stop and bus interchange at Estuary in line with the Transport Strategy for the GDA 2016-2035.
7.1	Movement and Infrastructure - Dublin Airport Noise	DA07	*Strictly control inappropriate development and require noise insulation where appropriate in accordance with table 7.2 above within Noise Zone B and Noise Zone C and where necessary in Assessment Zone D, and actively resist new provision for residential development and other noise sensitive uses within Noise Zone A, as shown on the Development Plan maps, while recognising the housing needs of established families farming in the zone. To accept that time based operational restrictions on usage of a second runway are not unreasonable to minimize the adverse impact of noise on existing housing within the inner and outer noise zone*	The proposed Project will pass through each of the Noise Zones of Dublin Airport. Dublin Airport station is located within the Noise Zone A. Its location is appropriate to deliver accessibility to the Terminal Buildings and interchange with other transport options. The station will be designed with adequate noise insulation measures to protect station users and employees. The proposed Project avoids locating other stations and other occupied buildings within the Airport Noise Zones.
7.1	Movement and Infrastructure - Dublin Airport Accessibility	DA23	*'Encourage and facilitate the provision of an integrated public transport network to serve Dublin Airport.'*	The proposed Project will directly deliver a station at Dublin Airport in close proximity to Terminal 1 and 2 and the proposed airport Ground Transportation Centre.
7.4	Movement and Infrastructure - Noise	NP06	*Developments for noise sensitive uses shall have regard to any future national planning guidance, or in the interim any local planning guidance developed under the Noise Action Plan.*	The proposed Project will incorporate a schedule of mitigation measures where required, to reduce, where necessary, the identified potential airborne impacts relating to noise and vibration from the proposed Project.
7.4	Movement and Infrastructure - Noise	NP07	*Developments for noise sensitive uses shall have regard to the noise exposure maps contained within the Fingal Noise Action Plan 2018 – 2023 or any supplementary mapping prepared by Fingal County Council, and developers shall be required to produce a noise impact assessment and mitigation plans, where necessary, for any new noise sensitive development within these areas.*	The proposed Project will incorporate a schedule of mitigation measures where required, to reduce, where necessary, the identified potential airborne impacts relating to noise and vibration from the proposed Project.
7.5	Waste Management	WM18	*Ensure that construction and demolition Waste Management Plans meet the relevant recycling / recovery targets for*	The Government's target for recovery of Construction & Demolition waste for re-use, recycling and other recovery is

Section	Chapter title / Sub heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Project Response
			such waste in accordance with the national legislation and regional waste management policy.	70% as set by EU Waste Framework Directive. The proposed Project will exceed the recycling targets; it will recover/ recycle at least 95% of construction and demolition waste
10.3	Architectural Heritage	CH26	*Prevent the demolition or inappropriate alteration of Protected Structures.*	The proposed Project does not involve the demolition of any Protected Structures within FCC's administrative area.
12.3	Design Criteria for Urban Development – Utility Facilities	DMS18	*'Locate, where possible, new utility structures such as electricity substations and telecommunication equipment cabinets, not adjacent to or forward of the front building line of buildings or on areas of open space.'*	The urban realm design has been developed to allow for a common and attractive design concept at all locations which aims to achieve a quality integration of all elements with the urban realm.
12.10	Movement and Infrastructure – Sustainable Transport	DMS117	*'Require new developments to be designed in accordance with Design Manual for Urban Roads and Streets. In particular they shall have layouts and designs which reflect the primacy of walking and cycling by providing safe, convenient and direct access to local services, employment and public transport. The promotion of cycling as a sustainable mode of transport depends on providing sufficient parking at places of employment and education. Bicycle parking standards, which are norms, are set out in Table 12.9. '*	The proposed Project has been developed to include cycling access and facilities at stations together with connectivity to adjoining existing and proposed cycling infrastructure.
12.10	Development Management Standards	DMS149	*Require that construction and demolition waste management plans be submitted as part of any planning application for projects in excess of any of the following thresholds:* *• New residential development of 10 units or more.* *• New developments other than above, including institutional, educational, health and other public facilities, with an aggregate floor area in excess of 1,250sqm.* *• Demolition / renovation / refurbishment projects generating in excess of 100m3 in volume of C&D waste.* *• Civil engineering projects in excess of 500m3 of waste materials used for development of works on the site.*	The proposed Project incorporates a detailed description on resource and waste management in Chapter 24 (Resource & Waste Management) of the EIAR.

3.6.1.2.1 Fingal – Cycle Parking

In respect of cycle parking, the FDP 2017-2023 notes the following:

Secure cycle parking facilities shall be provided in new Public Transport Interchanges, Park and Ride facilities, office blocks, apartment blocks, shopping centres, hospitals, etc., in accordance with the standards set out in Table 12.9. Bicycle Parking Stations should be provided in strategic new Public Transport Interchanges. Where a modal share for cycling is outlined within a Mobility Management Plan for a development, cycle parking should be provided at a level sufficient to support this modal share or as outlined in Table 12.9, whichever is greater. Secure bicycle racks shall be provided in all cases where bicycle parking is deemed to be necessary by the Planning Authority. Such racks should be within 25m of a destination for short-term parking (shops) and within 50m for long-term parking (school, college, office).

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

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

(FDP 2017-2023, p454)

Objective DMS117 of the FDP states the following in respect of cycle parking

Require new developments to be designed in accordance with DMURS. In particular they shall have layouts and designs which reflect the primacy of walking and cycling by providing safe, convenient and direct access to local services, employment and public transport.

The promotion of cycling as a sustainable mode of transport depends on providing sufficient parking at places of employment and education. Bicycle parking standards, which are norms, are set out in Table 12.9.

Table 12.9 of the FDP 2017-2023 sets out a guide for cycle parking spaces to be applied to development in the county for specified classes of development,

'Bicycle parking standards provide a guide on the number of required parking spaces acceptable for new developments'.

Table 12.9 does not set guidance for metro / light rail, or for similar development classes. Therefore, there is no direct standard to be applied to cycle parking numbers within the FDP 2017-2023.

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

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

For these reasons, we do not consider that this cycle parking provision comprises a Material Contravention of the FDP 2017-2023. However, should An Bord Pleanála hold to the contrary, a Material Contravention is justified for the proposed project, for the reasons set out in Section 6 of this report.

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

3.6.1.3 Local Area Plans/Masterplans

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

Table 3.9: FCC LAP's and Masterplans

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

LAP	Date Adopted	Vision Statement	Relationship to the proposed Project
		Crowscastle area. The Fosterstown lands have a unique opportunity to utilise the new connections that will emerge in Swords via the MetroLink station and Core Bus Corridor on the R132.	
Estuary Central Masterplan	A Masterplan is to be prepared during the lifetime of the 2017-2023 FDP	Masterplan not yet prepared. No vision determined. 'main elements' are set out in the FDP Directly linked to the proposed Project are: ▪ Provide for the indicative route for new Metro North aligned through these lands and an appropriate relationship and integration of development to the proposed new Metro North at this location ▪ Provide for pedestrian and cycle routes within the Masterplan lands (in particular, along a west - east axis linking the subject lands to any proposed new Metro North stop proposed along the R132 and to the adjoining Estuary West Masterplan lands;	A section of the proposed Project runs along the eastern boundary of the Masterplan area, adjacent to the R132 from Ward River at Balheary Park to Castlegrange Road.
Seatown North Masterplan	A Masterplan is to be prepared during the lifetime of the 2017-2023 FDP	Masterplan not yet prepared. No vision determined. 'main elements' are set out in the FDP Directly linked to the proposed Project is: ▪ Provide for an appropriate relationship and integration of development with the R132 and the indicative route for new Metro North at this location.	A section of the proposed Project runs along the western boundary of the Masterplan area, adjacent to Seatown Road roundabout on the R132 from Seatown Road to Mantua Road.
Seatown South Masterplan	A Masterplan is to be prepared during the lifetime of the 2017-2023 FDP	Masterplan not yet prepared. No vision determined. 'main elements' are set out in the FDP Directly linked to the proposed Project are: ▪ Provide for an appropriate relationship and integration of development with the R132 and the indicative route for new Metro North at this location. ▪ Develop direct, attractive and overlooked pedestrian and cycle routes, within the subject lands	A section of the proposed Project runs along the western boundary of the Masterplan area, adjacent to the R132 from Mantua Road to Chapel Lane.

LAP	Date Adopted	Vision Statement	Relationship to the proposed Project
		and connecting these lands to the indicative route for new Metro North; Swords town centre and the Malahide Estuary.	
Northwood Masterplan	A Masterplan is to be prepared during the lifetime of the 2017-2023 FDP	Masterplan not yet prepared. No vision determined. 'main elements' are set out in the FDP Directly linked to the proposed Project are: ▪ Allow the re-location of existing units to facilitate connectivity to the proposed Northwood Metro Stop. ▪ Facilitate provision of a direct access route from Old Ballymun Road through Northwood. *Development shall enhance connectivity to the proposed Northwood Metro Stop.*	A section of the proposed Project runs through the Masterplan area between the M50 and Northwood Avenue.
Lissenhall LAP	A LAP is to be prepared during the lifetime of the 2017-2023 FDP	Masterplan not yet prepared. No vision determined. 'main elements' are set out in the FDP Directly linked to the proposed Project are: Objective Swords 24 *As part of the Lissenhall LAP, facilitate and actively promote the provision of a Lissenhall Metro North Stop that would include significant Park and Ride capabilities and bus service facilities.* And Objective Swords 26: *The Local Area Plan will assess and determine the sequencing and phasing of development subject to the delivery of the necessary infrastructure, indicative route for new Metro North and its potential extension.*	A section of the proposed Project runs at the south east of the LAP north of Ennis Lane and Broadmeadow River.

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

Figure 3 to Figure 7 show the project alignment as it passes through the relevant Masterplans and LAP lands.

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

Table 3.10: Transport objectives from the adopted LAPs and Masterplans

LAP	Reference / Section	Objective	Proposed Project Response
Barrysparks & Crowcastle Masterplan 2019	4.Transport and Movement	*'Ensure that the Masterplan lands are highly accessible by providing direct pedestrian/ cyclist connectivity to the proposed Swords Central Metro Station and the surrounding area, 2 no. new vehicular access points to the R132 (one full signalised controlled junction to the west and a left in/left out to the east), access from Lakeshore Drive, the Lakeshore Drive roundabout, the Drynam Road, and the Feltrim/ Holywell Roundabout.'*	The proposed Project will deliver Swords Central Station and will facilitate vehicular access points onto the R132 from the masterplan lands. The proposed transport infrastructure will expand, enhance, and connect to pedestrian and cycle networks that will have significant benefits for the Masterplan area.
Fosterstown Masterplan 2019	4.Transport and Movement	*'Priority pedestrian connections to the Fosterstown MetroLink station will be created through the emerging new residential developments, as opposed to the established communities of Boroimhe.'*	The proposed Project aligns with this objective as it will deliver a surface crossing between the station entrance plaza and the future planned residential development site at Fosterstown. In addition, this also aligns with the pedestrian/cyclist link shown in of Masterplan.
Dublin Airport LAP 2020	5.1.8 Climate Action Objectives	*'Facilitate improved public transport links to and from the Airport and require that all traffic generating applications at the Airport demonstrate measures to maximise non-motorised and public transport use while minimising the use of the private car.'*	The proposed Project aligns with this objective as it directly addresses the transport related key measures including encouraging modal shift to a network of sustainable mobility projects.
	8.3.2 Future Public Transport Infrastructure	*'Require the development of a transport interchange including a MetroLink station at the centre of the Dublin Airport campus, in accordance with the implementation of MetroLink by 2027 by the National Transport Authority and Transport Infrastructure Ireland.'*	The proposed Project is supported by this objective through the delivery of a of a Dublin Airport Station. Whilst the proposed Project is not delivering the Ground Transportation Centre (GTC), it facilitates its future delivery.
Dardistown LAP 2013	5. Movement Strategy	*'Facilitate and ensure integration of the development with the Metro North, Metro West, Metro Depot, Metro Park & Ride, Metro crossings and Metro infrastructure, as well as improved local and regional bus routes.'*	The Proposed Project provides a station that on opening to the public will facilitate connection to surrounding future development. The Draft Transport Strategy for the GDA sets a future *Measure LRT7 – Orbital Luas During the latter half of the period of the Transport Strategy, and*

LAP	Reference / Section	Objective	Proposed Project Response
			subject to assessment, it is intended to identify and protect an alignment or alignments for orbital light rail to meet increased demand in Metropolitan Dublin.

3.6.1.4 Draft Fingal Development Plan 2023-2029

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

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

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

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

The proposed Project forms a key element of the strategic direction of growth of the county, identifying that "*the development of the proposed Metrolink project, subject to appraisal and delivery post 2027, will unlock significant long-term capacity in Swords-Lissenhall and in South Fingal – Dublin Airport, subject to the protection of airport capacity and* accessibility".'(page 66)

The core strategy of the Draft FDP highlights the central role of the proposed Project,

'Policy CSP25 – Consolidation and Growth of Swords

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

Policy CSP28 – Promote and Facilitate Metrolink

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

Objective CSO39 – Swords – Dublin Airport

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

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

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

CMP1

'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.'

Policy CMP18 – Public Transport

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

Objective CMO22 – Enabling Public Transport Projects

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

Objective CMO23

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

Policy CMP21 – Park and Ride

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

Objective CMO32 – Dublin Airport and MetroLink

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

Zoning Objectives

The zoning objectives of the Draft FDP match those in the current adopted FDP 2017-2023 and are described above in Section 3.7.1.1.

Figures 8 and 9 show the project alignment as it passes through the zoned lands in the Draft FDP.

Public Safety Zones and Noise Zones

The extent of the Public Safety Zones and the Noise Zones for Dublin Airport are unchanged from the FDP 2017-2023. The following Objectives relate to Public Safety Zones.

Objective DAO18 – Safety

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

Objective DAO19

Support the review of Public Safety Zones associated with Dublin Airport and implement the policies to be determined by the Government in relation to these Public Safety Zones.

Noise Zone policy remains unchanged from the FDP 2017-2023.

Masterplans

The schedule of Masterplans that are identified for delivery as part of the FDP 2017-2023, as set out in Table 3.9 above, is amended for the draft plan. Masterplans are not now identified for Seatown North and Seatown South in the

Draft FDP. In addition, in respect of each masterplan area, the main elements for each area not specified in the Draft FDP.

3.6.1.5 Draft Fingal Development Plan 2023-2029 - Project Response

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

The proposed Project complies with the overarching policies of the Draft FDP.

In addition, the project fully complies with the policy and the underlying guidance in respect of Public Safety Zones. Details are set out further in Section 4 below in the Section by Section assessment.

3.6.1.6 Your Swords - An Emerging City Strategic Vision 2035

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

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

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

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

Project Response

This development strategy forms the founding and strategic vision for the Draft Sustainable Swords Project 2021 and informs the strategic policies of the FDP 2017-2023. The proposed Project will be important consideration and its development will reduce the use of private cars, reduce greenhouse gas emissions and improve access and connectivity within Swords, particularly in respect of the R132 corridor.

3.6.1.7 Draft Sustainable Swords Project 2021

A non-statutory place making strategy which incorporates FCC's other strategic documents including Your Swords – An Emerging City Strategic Vision 2035 and FCDP 2017-2023. The aim of the Draft Sustainable Swords project is to increase the resilience of the local economy and to provide for an enhanced, accessible, inclusive, child-friendly, and healthy urban environment. Draft strategic priorities that align with the SDGs, specifically Theme 1 Improving access, permeability and connectivity and Theme 3 – Facilitating Major Infrastructure. Within Theme 1, there is a project identified called the Swords Greenway Network Initiative. The aim of the network is to facilitate more sustainable modes of transport to places of work and study as well as enabling recreation and tourism. Whilst another project identified will look at the pedestrian linkages to enhance suburban street is to yet to undergo feasibility study and environmental assessment.

Project Response

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

3.6.1.8 South Fingal Transport Study 2019

This document, prepared by FCC (FCC, 2019), is a study of the transport network in South Fingal. South Fingal, as defined in the Study, comprises Swords, Fingal / Dublin Fringe (the area stretching from Baldoyle to Clonshaugh including adjacent DCC areas such as Clongriffin and Belmayne) and the vicinity of Dublin Airport. The scope of the South Fingal Transport Study (SFTS) is to determine the key infrastructure measures required within the area to tackle existing constraints in transport capacity, identify appropriate levels of development to facilitate growth in population and employment, and encourage sustainable travel in the county and the wider region. The plan makes key transport infrastructure recommendations and levels of land use development outlined which will ensure its sustainable growth leading up to the delivery of the proposed Project and beyond. The SFTS will be used to inform the preparation of statutory LAPs and Masterplans. Table 4.1 in this report sets out the key recommendations of the study relevant to the proposed Project.

Project Response

The recommendations made from the SFTS have been used to form the basis of future Local Area Plans and Masterplans for the next development period 2023-2029. The study directly identifies the delivery of the initial part of the Swords Western Distributor Road to access Metrolink at Estuary.

3.6.2 Dublin City Council

3.6.2.1 Dublin City Development Plan 2016-2022

The DCDP guides the future growth and development of the city. It provides the overarching direction of growth of the city based on the principles of sustainability and resilience on the social, economic and environmental fronts. The vision of the Development Plan is to champion compact city living, distinct character, a vibrant culture and a diverse, smart, green, innovation-based economy. In the longer term (25-30 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 and supports the provision of a metro route allowing Dublin city to complete at an international level. The relevant policies are set out below.

'Metrolink / Metro North' is identified as a strategic project underlying the core strategy for the city's development. The city incorporates high-quality sustainable transportation as an integral part of its vision.

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.*

The Core Strategy Map of the city's future development identifies an indicative 'Planned Public Transport' line connecting Dublin City Centre to Dublin Airport. This corresponds to the permitted Metro North with a southern terminal at St. Stephen's Green.

The public transport element of the core strategy states that "The development plan supports the concept of a rail link to the airport", and that "A mixed-use, sustainable approach to city living, with an emphasis on quality, compact neighbourhoods, transcends the land-use zoning and over-arching policies of the plan". (DCDP, Section 2.2.6)

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. (DCDP, Section 2.2.6)

2.3.7 Sustainable Environment and Infrastructure

The efficient and timely delivery of necessary infrastructure capacity in advance of the planned quantum of development is *a prerequisite for successful urban development. Ensuring the delivery of this infrastructure in a sustainable manner, which enhances the quality of the city's environment and facilitates the sustainable economic growth and co-ordinated development of the city, is also an essential requirement. (DCDP, Section 2.3.7)*

Within the transport objectives of the plan, Metro is explicitly identified as a project to be supported.

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'.

At a strategic level, the DCDP strongly supports a Metro project within Dublin City. This supports the compatibility of the construction of a station or other infrastructure within each of the zoning objectives of the city council area.

Within the DCDP, the proposed Project is identified as a project that supports the following overarching strategic policies include:

- MT1: 'To support the sustainability principles set out in the following documents:

- *The National Spatial Strategy/National Planning Framework*
- *The National Transport Authority's Transport Strategy for the Greater Dublin Area*
- *Smarter Travel, A Sustainable Transport Future 2009–2020*
- *Regional Planning Guidelines for the Greater Dublin Area*
- *Design Manual for Urban Roads and Streets (DMURS)*
- *National Cycling Policy Framework and National Cycle Manual*

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

- *MT2: '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.'*
- *MTO1: 'To encourage intensification and mixed-use development along existing and planned public transport corridors and at transport nodes where sufficient public transport capacity and accessibility exists to meet the sustainable transport requirements of the development, having regard to conservation policies set out elsewhere in this plan and the need to make best use of urban land. Dublin City Council will seek to prepare SDZs, LAPs or other plans for areas surrounding key transport nodes, where appropriate, in order to guide future sustainable development.'*
- *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.'*

The DCDP establishes a number of zoning objectives to regulate and manage future land uses within the city council area. The proposed Project passes through or under lands subject to the following zoning objectives.

Table 3.11: DCDP Zoning Objectives

Zoning Objective	Objective	Summary Descriptive Text
Z1 - Sustainable Residential Neighbourhoods	*To protect, provide and improve residential amenities.*	*The vision for residential development in the city is one where a wide range of accommodation is available within sustainable communities where residents are within easy reach of 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.*
Z2 – Residential Neighbourhoods (Conservation Areas)	*To protect and/or improve the amenities of residential conservation areas.*	*The general objective for such areas is to protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area.*
Z3 – Neighbourhood Centres	*To provide for and improve neighbourhood facilities.*	*Neighbourhood centres provide 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.*
Z4 – District Centres (incorporating Key District Centres)	*To provide for and improve mixed-services facilities.*	*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.*
Z5 – City Centre	*To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity*	*The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development. The strategy is to provide a dynamic mix of uses which interact with each other, help create a sense of community, and which sustain the vitality of the inner city both by day and night.*
Z6- Employment/Enterprise	*To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.*	*It is considered that Z6 lands constitute an important land bank for employment use in the city, which is strategically important to protect. The primary objective is to facilitate long-term economic development in the city 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.*
Z8 – Georgian Conservation Areas	*To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective.*	*Lands zoned Z8 incorporate the main conservation areas in the city, primarily the Georgian Squares and streets. The aim is to protect the architectural character/design and overall setting of such areas. A range of uses is permitted in such zones, as the aim is to maintain and enhance these areas as active residential streets and squares during the day and at night-time.*

Zoning Objective	Objective	Summary Descriptive Text
Z9 – Amenity/Open Space Lands/Green Network	*To preserve, provide and improve recreational amenity and open space and green networks*	*Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use. In certain specific 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.*
Z15 – Institutional and Community	*To protect and provide for institutional and community uses.*	*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.*

Figures 10 and 11 show the project alignment as it passes through the zoned lands in the DCC area.

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

14.4 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.

Uses not listed under the 'permissible' or 'open for consideration' categories will be deemed not to be permissible uses in principle in zones Z1, Z2, Z8, Z9, Z11 and Z15.

Other uses will be dealt with in accordance with the overall policies and objectives in this plan.

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

Appendix 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."

Whilst the definition of Public Service Installation does not explicitly state public transport provider, the provision of safe transport services in accordance with a safety regulatory framework would be relevant to the proposed Project. Expanding upon TII's primary function already mentioned in Section 1.5 of this Planning Report, TII is a statutory undertaker and prescribed body under the Planning and Development Acts and Regulations. The objective to provide sustainable transport infrastructure and services would be considered to fall under the realm of public service installation; to ensure that the required infrastructure is provided in appropriate locations. The proposed Project is designed to deliver safe, clean, comfortable services that will run on time, is convenient, efficient, accessible and easy for customers to use. The proposed Project would support the integration of public transport services provided by buses, trains and Luas, as well as upgraded walking and cycling infrastructure.

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

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

Table 3.12 identifies that Public Service Installations are either Permissible or Open for Consideration in each of the zoning objectives through which the proposed Project passes, with the exception of Z4 – District Centres. On Z4 zoned lands, such Public Service Installations, as an 'Other use', are dealt with in accordance with the overall policies and objectives in the plan.

Table 3.12 Public Service Installations in Use Classes Relevant to the proposed Project

Zoning Objective	Public Service Installation	Condition
Z1	*Permissible*	*N/A*
Z2	*Permissible*	*N/A*
Z3	*Permissible*	*N/A*
Z4	*N/A*	*N/A*
Z5	*Permissible*	*N/A*
Z6	*Permissible*	*N/A*
Z8	*Open for Consideration*	*N/A*
Z9	*Permissible*	*"which would not be detrimental to the amenity of Z9 zoned lands."*
Z15	*Permissible*	*N/A*

On lands subject to each of the zoning objectives that are affected by works, the proposed Project has been designed to ensure that overall objective of the relevant zoning will delivered as a result of the project (such as in the case of reinstating open space lands) or facilitating the future delivery of the zoning objective (such as reinstatement of Dublin City Centre sites so that above ground mixed use development can occur or reinstating affected institutional lands to their current use, as at Collins Avenue or Griffith Park stations). Descriptions of the works proposed at each of the stations and elements of the alignment are set out in Sections 4.3 to 4.6. demonstrating how the zoning objective is to be achieved or facilitated. As such, the proposed Project comprises with the DCDP in terms of the uses and works proposed in principle.

3.6.2.2 Dublin City Development Plan 2016-2022 - Project Response

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

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

Table 3.13: DCDP's Strategic Policies

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
3	Addressing Climate Change - Strategy	CC1	*'It is the policy of Dublin City Council to prioritise measures to address climate change by way of both effective mitigation and adaptation responses in*	The proposed Project will deliver a sustainable mode of transport, encouraging a shift in modal share to more sustainable modes, lowering greenhouse gas emissions

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			accordance with available guidance and best practice.'	which will mitigate climate change.
3	Addressing Climate Change - Strategy	CCO4	*'It is the objective of Dublin City Council 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.'*	The proposed Project will help to meet the long-term emissions targets in the Dublin City Sustainable Energy Action Plan 2010-2020. It helps the expansion of sustainable transport measures to deliver these targets.
3	Addressing Climate Change – Dublin City Spatial Energy Demand Analysis (SEDA)	CCO5	*'It is the objective of Dublin City Council to support and collaborate on initiatives aimed at achieving more sustainable energy use, particularly in relation to the residential, commercial and transport sectors.'*	The proposed Project will deliver a sustainable mode of transport, encouraging a shift in modal share to more sustainable modes, lowering greenhouse gas emissions which will mitigate climate change.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
3	Addressing Climate Change – Energy Efficiency and the Built Environment	CC3	*'It is the policy of Dublin City Council to promote energy efficiency, energy conservation, and the increased use of renewable energy in existing and new developments.'*	Elements that will mitigate operational carbon include: ▪ Implement a whole-life Carbon Management Plan aligned to PAS 2080 (Green Construction Board 2016) to inform the design, build and operation of MetroLink utilising TII's Carbon Assessment Tool; ▪ Achieve Net Zero for operational energy by the design year of (2045) with a stretch aspiration to be close (>80%) to Net Zero at start of operation (2030) through energy efficiency, innovation, green power purchases and offsetting residual emissions; ▪ Achieve a reduction in mains water use during operation through the use of rainwater harvesting, water re-use and efficiency systems and devices at all work sites, stations and buildings. Wastewater from the vehicle washing plant will be treated and recycled in-situ to reduce water usage; ▪ Requiring operations to achieve high recycling rates with an aspiration to achieve zero waste directly to landfill. Within the proposed Project there is the ambition to achieve net zero carbon for operational energy by the design year of (2045). Prior to this TII is exploring the purchase of up to 80% of its operational demand from certified low or zero carbon electricity for operations and, additionally, to research the feasibility of offsetting any residual emissions. A Corporate Power Purchase Agreement (CPPA) is a financial contract with a renewable generator that will allow for a guaranteed source

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
				of renewable power for the operation of the Proposed Project in future. In addition, up to 10% of the power requirement will come from on-site generation of power. Should there be a period where the on-site generation is not operating to full capacity, the shortfall to ensure 10% is met can be made through Green Tariffs etc. The remaining 10% of power will be required to be sourced from the National Grid
3	Addressing Climate Change – Energy Efficiency and the Built Environment	CCO12	*'It is the objective of Dublin City Council to ensure high standards of energy efficiency in existing and new developments in line with good architectural conservation practice and to promote energy efficiency and conservation in the design and development of all new buildings in the city, encouraging improved environmental performance of building stock.'*	
4.5.3.1	Shape and Structure of the	SC13	*'It is the policy of Dublin City Council to promote sustainable densities,*	The proposed Project will facilitate in the city becoming more accessible and provides

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
	City – Urban Density		*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.'*	the opportunity for more sustainable densities within its catchment.
6.5.1	City Economy and Enterprise - General	CEE4	*'It is the policy of Dublin City Council:* *I) To promote and facilitate Dublin as a creative and innovative city that is globally competitive, internationally linked, attractive and open.* *II) To promote an internationalisation strategy building mutually-beneficial economic and other links with key cities globally to encourage investment and tourism etc. in Dublin.* *III) 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.'*	The proposed Project enhances international connectivity through the high-quality connection from the airport to Dublin City Centre and through the wider Dublin public transport network. The proposed Project allows a greater number of residents of the city and its catchment to play a full social and economic role in the city, through greater and more convenient accessibility for residents to jobs, culture, education, social and the other amenities of the city.
8.5.1	Movement and Transport – Integrated Land-use and Transportation	MT1	*'It is the policy of Dublin City Council to support the sustainability principles set out in the following documents:*	The proposed Project will deliver one of the strategic transport objectives identified in the NPF, NDP, Transport Strategy for the GDA, Smarter Travel; A Sustainable

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			▪ The National Spatial Strategy/National Planning Framework ▪ The National Transport Authority's Transport Strategy for the Greater Dublin Area ▪ Smarter Travel, A Sustainable Transport Future 2009–2020 ▪ Regional Planning Guidelines for the Greater Dublin Area ▪ Design Manual for Urban Roads and Streets (DMURS) ▪ National Cycling Policy Framework and National Cycle Manual *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.'*	Transport Future 2009-2020 and the RSES.
8.5.1	Movement and Transport – Integrated Land-use and Transportation	MTO1	*'It is an objective of Dublin City Council to encourage intensification and mixed-use development along existing and planned public transport corridors and at transport nodes where sufficient public transport capacity and accessibility exists to meet the sustainable transport requirements of the development, having regard to conservation policies set out elsewhere in this plan and the need to make best use of urban land. Dublin City Council will seek to prepare SDZs, LAPs or other plans for areas surrounding key transport nodes, where appropriate, in order to guide future sustainable development.'*	The proposed Project will facilitate intensification and mixed-use development along its corridor, subject to the policies of the DCDP. In particular, the proposed Project, where possible, facilitates the development of the station sites themselves for oversite development, on those station lands and over the tunnel alignment, that are zoned for such development. The future development of land above or surrounding the station sites, station lands or over the tunnel alignment will be subject to separate planning, assessment and consultation processes.
8.5.2	Movement and Transport – Promoting Modal Change and Active Travel	MT2	*'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*	The proposed Project directly provides a new high capacity public transport corridor that will encourage a shift in modal

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			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.'	share away from private car to public transport. The proposed Project has been designed to provide appropriate facilities to encourage higher cycling use and is integrated with the pedestrian and cycling infrastructure in the areas surrounding it.
8.5.3	Movement and Transport – Public Transport	MT3	*'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.'*	The proposed Project directly provides a new high capacity public transport corridor that will encourage a shift in modal share away from private car to public transport.
8.5.3	Movement and Transport – Public Transport	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.'*	The proposed Project aligns with the objective as it will align with the Bus Network along the scheme and enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.
8.5.3	Movement and Transport – Public Transport	MT6	*'It is the policy of Dublin City Council to work with Iarnród Eireann, the NTA, Transport Infrastructure Ireland (TII) and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport*	The proposed Project will directly deliver the Metro project. The proposed Project has been designed to facilitate the works required to deliver the electrification of the Kildare and Maynooth lines, connects to the Luas and

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity.'	DART networks at Charlemont and Tara Stations. The future provision of DART Underground is not precluded by the proposed Project, though it is no longer a project identified for delivery in the lifetime of Transport Strategy for the Greater Dublin Area.
8.5.3	Movement and Transport – Public Transport	MTO5	*'It is an objective of Dublin City Council 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…'*	The proposed Project directly delivers new infrastructure and provides interchange with public transport across the city.
8.5.3	Movement and Transport – Public Transport	MTO7	*'It is an objective of Dublin City Council to promote and seek the development of a new commuter rail station at Cross Guns serving the existing rail line infrastructure. Such a provision may be a stand-alone facility or form part of a larger mixed-use development.'*	The proposed Project will deliver a metro station at the location (named Glasnevin Station) that will interchange with the Kildare and Maynooth commuter lines. This will be delivered as a standalone station. The future development of land above or surrounding the station, station lands or over the tunnel alignment will be subject to separate planning, assessment and consultation processes.
8.5.4	Movement and Transport – Promoting Active Travel: Cycling & Walking	MT9	*"It is the policy of Dublin City Council to promote Bike and Ride at public transport hubs by providing secure, dry, bike parking facilities."*	The proposed Project considers the needs of cyclists and pedestrians and provides appropriate cycle parking facilities.
8.5.4	Movement and Transport – Promoting Active Travel: Cycling & Walking	MT11	*'It is the policy of Dublin City Council 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*	The proposed Project considers the needs of cyclists and pedestrians and provides appropriate cycle parking facilities.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			Infrastructure Ireland and the National Transport Authority.'	
8.5.4.1	Movement and Transport – Cycling	MTO8	*'It is the policy of Dublin City Council 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 schools and communities, recognizing the health and social benefits of walking and cycling as well as the environmental benefits."*	The proposed Project considers the needs of cyclists and pedestrians and provides appropriate cycle parking facilities.
8.5.4.2	Movement and Transport – Walking	MTO18	*'It is an objective of Dublin City Council 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.'*	The proposed Project considers the needs of pedestrians and is designed appropriately. Wellbeing benefits would come about through improved accessibility, active transport opportunities (walking and cycling), reduced travel times and opportunities for greater public transport.
9.5.4	Surface Water Drainage and Sustainable Urban Drainage Systems (SUDS)	SIO14	*'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'*	The proposed Project aligns with the objective as it provides measures to ensure no increase in existing run off rates from newly paved and combined existing / newly paved catchment areas. Drainage of newly paved areas will include SuDS measures to treat and attenuate any additional runoff.
9.5.5	Sustainable Environmental Infrastructure – Waste Management	SI19	*'To support the principles of good waste management and the implementation of best international practice in relation to waste management in order for Dublin city and the region to become self-reliant in terms of waste management.'*	The proposed Project will implement the waste hierarchy and apply good industry practice to management of the waste materials generated by the Project. It is predicted that an overall recovery rate of 95% can be achieved for Construction & Demolition wastes (excluding soils and stones). This exceeds the Government's 70% target for recovery of Construction & Demolition waste and reduces the amount of waste requiring disposal.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
9.5.5	Sustainable Environmental Infrastructure – Waste Management	SIO17	*'To promote the re-use of building materials, recycling of demolition material and the use of materials from renewable sources. In all developments in excess of 10 housing units and commercial developments in excess of 1000 sq.m, a materials source and management plan showing type of materials/proportion of re-use/recycled materials to be used shall be implemented by the developer.'*	The Government's target for recovery of Construction & Demolition waste for re-use, recycling and other recovery is 70% as set by EU Waste Framework Directive. The proposed Project will exceed the recycling targets; it will recover/ recycle at least 95% of construction and demolition waste
9.5.8	Sustainable Environmental Infrastructure – Noise Pollution	SIO29	*'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.'*	The Proposed Project aligns with the objective as the Dublin Agglomeration Environmental Noise Action Plan 2018-2023 has been considered.
10.5.3	Green Infrastructure, Open Space & Recreation – Parks and Open Spaces	GI10	*'It is the policy of Dublin City Council to continue to manage and protect and/or enhance public open spaces to meet the social, recreational, conservation and ecological needs of the city and to consider the development of appropriate complementary facilities which do not detract from the amenities of spaces.'*	The proposed Project includes elements that are located in lands that are zoned for open space use. In each of these locations, the detail of the design ensures that the open spaces will be reinstated to open space use following completion of the construction phase. Chapter 27 (The Landscape) of the EIAR assesses in more detail.
10.5.4	Green Infrastructure, Open Space & Recreation – Rivers, Canals and Coastline	GIO18	*'It is the objective of Dublin City Council to protect and improve the natural character of watercourses, including the Dodder, and to promote access, walkways, cycleways and other compatible recreational uses along them, having regard to environmental sensitivities.'*	The proposed Project includes elements that will affect the Royal Canal, including walkways, cycleways and its recreational use. The detail of the design ensures that the works minimize the effects on the canal is minimized during construction and is fully reinstated at operational stage. Chapter 27 (The Landscape) of the EIAR assesses this in more detail.
10.5.7	Green Infrastructure,	GI30	*'It is the policy of Dublin City Council to encourage and promote tree planting in the*	The proposed Project include the provision of tree and woodland planting which

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
	Open Space & Recreation - Trees		*planning and development of urban spaces, streets, roads and infrastructure projects.'*	effectively replace trees unavoidably lost as a result of the alignment, design and construction of the proposed Project – this forms part of the embedded primary mitigation included within the landscape design.
10.5.7	Green Infrastructure, Open Space & Recreation -Trees	GIO25	*'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'*	The proposed Project include the provision of tree and woodland planting which effectively replace trees unavoidably lost as a result of the alignment, design and construction of the proposed Project – this forms part of the embedded primary mitigation included within the landscape design.
10.5.7	Green Infrastructure, Open Space & Recreation - Trees	GIO28	*'It is the objective of Dublin City Council 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.'*	The proposed Project include the provision of tree and woodland planting which effectively replace trees unavoidably lost as a result of the alignment, design and construction of the proposed Project – this forms part of the embedded primary mitigation included within the landscape design.
11.1.5	Built Heritage and Culture – Built Heritage	CHC1	*'It is the policy of Dublin City Council 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.'*	The need for mitigation has been identified in a number of instances where there are predicted effects on architectural heritage. It may occur that sites of architectural heritage significance not identified to date will be discovered during the works, such as cellars surviving from buildings that have otherwise disappeared. Equally, it may at construction stage be deemed safer to remove items of historic street furniture and paving currently identified for protection in situ to secure storage, to ensure no inadvertent damage may arise. A number of different forms of mitigation are specified, the most common of which, given the length of the tunnels to be bored, relates to the carrying

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
				out of condition surveys of buildings and other structures of architectural constraints in the proximity of the tunnel prior to and following the completion of the tunnels. At station locations mitigation measures for extant architectural heritage constraints directly impacted by the works will generally be carried out be the Project Conservation Architect (PCA). The role of the PCA, and the condition surveys and specifications they are required to undertake, is outlined listed in the Draft MetroLink Cultural Heritage Strategy. In a relatively small number of instances buildings are to be demolished or cellars are to be acquired and infilled to facilitate the Project and where these buildings are of architectural heritage significance the mitigation involves making a record of the building for posterity. For those of minor interest the level of detail in the record is to English Heritage level 2, while those of higher significance the detail is to be to English Heritage level.
11.1.5.14	Built Heritage and Culture – Monument Protection	CHC9	*'It is the policy of Dublin City Council to protect and preserve National Monuments.* *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.* *2. That where preservation in situ is not feasible, sites of archaeological interest shall be subject to 'preservation by record' according to best*	The proposed Project meets the requirements set out in CHC9. Details are set out in Chapter 25 (Archaeology and Cultural Heritage) of the EIAR.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			practice in advance of re-development. *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.* *4. That the National Monuments Service will be consulted in assessing proposals for development which relate to Monuments and Zones of Archaeological Interest.* *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.* *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.* *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.* *8. To have regard to DAHG policy documents and guidelines relating to archaeology.'*	
11.1.5.14	Built Heritage and Culture – Monument Protection	CHCO10	*'It is the objective of Dublin City Council to:* *6. To have regard to the city's industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans (LAPs) and the*	The Dublin City Industrial Heritage Record formed part of the baseline for the archaeological and cultural heritage, and architectural heritage assessments.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			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.	
11.2.5.3	Built Heritage and Culture – Cultural Hubs and Quarters	CHCO27	*'It is the objective of Dublin City Council to support the cultural development of those cultural quarters including the North Georgian City and O'Connell Street Quarter and the Heuston/Royal Hospital Quarter and promote linkage to the historic village area of Kilmainham/ Inchicore (including industrial heritage sites such as the old mill at Rowerstown Lane, Bluebell), focusing on underutilised amenity resources, increased permeability, and encouraging a vibrant area in which to work and live while having regard to the grain and historic character of these areas.'*	The proposed Project delivers stations in close proximity to the North Georgian City and the O'Connell Street Cultural Quarter, increasing city-wide accessibility to these assets and their attractions.

3.6.2.2.1 Dublin City Council Cycle Parking

Section 16.39 of the DCDP 2016-2022 considers cycle parking facilities.

Secure cycle parking facilities shall be provided in new public transport Interchanges, Luas stops (in association with TII), Park and Ride facilities, office blocks, apartment blocks, shopping centres, hospitals, etc., in accordance with the standards set out in Table 16.2. Bicycle Parking Stations should be provided in strategic new public transport interchanges. Where a modal share for cycling is outlined within a Mobility Management Plan for a development, cycle parking should be provided at a level sufficient to support this modal share or as outlined in Table 16.2, whichever is greater.

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

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

parking. Where high-density cycle parking is provided in a secure location, stacked cycle parking may be acceptable provided it is easily used and secure.

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

Table 16.2 sets out the Cycle Parking Standards in the DCDP 2016-2022.

The most relevant class of development to Metrolink, as set out in Table 16.2 is the following

Land Use Train Stations

Zone All zones

Number 7 per number of trains at the two-hour peak period a.m. (minimum of 100 spaces)

Note that this is not directly applicable to a Metro / light rail project, where the nature of rail use, nature and location of station infrastructure, interaction with local land uses, frequency of service number of trains per hour will be significantly different from the pattern of use of heavy rail infrastructure. In particular, the proposed station at Glasnevin will predominately play a role as an interchange between modes on the transport network.

Therefore, there is no direct standard to be applied to cycle parking numbers within the DCDP 2016-2022.

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

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

For these reasons, we do not consider that this cycle parking provision comprises a Material Contravention of the DCDP 2016-2022. However, should An Bord Pleanála hold to the contrary, a Material Contravention is justified for the proposed project, for the reasons set out in Section XXX of this report.

3.6.2.3 Draft Dublin City Development Plan 2022 – 2028

The Draft Dublin City Development Plan 2022 – 2028 (Draft DCDP) was published in November 2021.

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

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

The Draft Development Plan encourages higher-density development public transport routes and recognises the opportunities presented by the proposed Project. There is a greater emphasis on focusing mixed use developments

around public transport nodes and integration through high quality pedestrian and cycling infrastructure and permeability.

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

In alignment with national and regional policy and the goal of achieving its compact growth objectives, this plan will continue to present an integrated strategy for transport and mobility that supports and prioritises the use of sustainable modes of transport, promotes active travel and which presents a pro-active and collaborative approach to influencing travel behaviour. (page 276)

This plan reinforces the role of transport policy in minimising the need to travel, shifting to sustainable modes and supporting and encouraging behavioural change. Active travel modes neither consume fossil fuels nor generate harmful emissions and Dublin City Council will continue to develop the city in a way which facilitates and enables walking and cycling and other sustainable forms of travel such as public transport and shared mobility vehicles as the primary modes of transport. (page 276)

SMT1 - Modal Shift and Compact Growth

To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA),

Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport

objectives to achieve compact growth.

SMT2 - Decarbonising Transport

To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel

infrastructure, prioritising electric vehicle (EV) infrastructure.

SMTO1 - Transition to More Sustainable Travel Modes

To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/LUAS); and 17% private (car/van/HGV/motorcycle).

The Draft Plan directly supports the delivery of Metrolink:

SMT20 Key Sustainable Transport Projects: 'To support the expeditious delivery of key sustainable transport projects including Metrolink BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region'

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

The zoning objectives through which the proposed project passes continue to apply in the Draft DCDP, although there are some changes to descriptions.

Table 3. 13 Draft DCDP Zoning Objectives

DCDP 2016-2022 Zoning Objective	DCDP 2022-2028 Zoning Objective
Z1 - Sustainable Residential Neighbourhoods	Z1 - Sustainable Residential Neighbourhoods
Z2 – Residential Neighbourhoods (Conservation Areas)	Z2 – Residential Neighbourhoods (Conservation Areas)
Z3 – Neighbourhood Centres	Z3 – Neighbourhood Centres
Z4 – District Centres (incorporating Key District Centres)	Z4 – Key Urban Villages / Urban Villages

DCDP 2016-2022 Zoning Objective	DCDP 2022-2028 Zoning Objective
Z5 – City Centre	Z5 – City Centre
Z6 – Employment/Enterprise	Z6- Employment/Enterprise
Z8 – Georgian Conservation Areas	Z8 – Georgian Conservation Areas
Z9 – Amenity/Open Space Lands/Green Network	Z9 – Amenity/Open Space Lands/Green Network
Z15 – Institutional and Community	Z15 –Community and Social Infrastructure

The summary for descriptive text for the amended zoning classes are now

- Z4 - To provide for and improve mixed services facilities
- Z15 – To protect and provide for community uses and social infrastructure

Figures 12 and 13 show the project alignment as it passes through the zoned lands in the Draft DCDP.

The definition of a Public Service Installation remains unchanged in the Draft DCDP. However, there are some changes to how they are treated in respect of the zoning objectives Table 3.14 identifies where Public Service Installations are either Permissible or Open for Consideration in each of the zoning objectives through which the proposed Project passes.

Table 3.14 Public Service Installations in Use Classes Relevant to the proposed Project

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

It is noted that the previous condition in respect of Z9 lands, permitting a Public Service Installation "which would not be detrimental to the amenity of Z9 zoned lands" has been removed in the Draft DCDP. Public Service Installations are also to be Permissible uses in Z4 areas.

3.6.2.4 Draft Dublin City Development Plan 2022-2028 - Project Response

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

3.6.2.5 Local Area Plans with the Dublin City Council Area relevant to the proposed Project

There are a number of additional plans supporting the DCDP that give additional guidance and policies for future development in particular areas within the county. The primary documents are LAPs and those plans that are relevant to the proposed Project are scheduled in Table 3.15. The detail of each plan, and its relationship to the proposed Project as it passes through the plan area is set out in the relevant sections of 4.6 of this Planning Report. The following adopted LAPs are relevant to the proposed Project.

Table 3.15: DCC LAP's

Page	Section	LAP / Chapter title	Paragraph / Policy / Objective	Project Response
59	6.5	Ballymun LAP 2017 - M50 Lands: Outside the LAP Area	*The LAP reviews the progress made in implementing the aims and objectives of the Ballymun Masterplan and provides an updated strategy for the future development and management of the area to the meet the needs of the existing and future population. The area north of the City Council's boundary between St. Margaret's Road and the M50 forms a crucial contextual zone of the LAP. With much of the lands under the ownership of DCC, the LAP sets out the vision and objectives for these lands, in conjunction with FCC.*	Table 4.12: Ballymun LAP 2017 identifies the policies and objectives relevant to the proposed Project.
14	3.2.2	George's Quay LAP 2017 – LAP Development Strategy	*'The overall strategy for the George's Quay LAP is to support and facilitate the development of a strong character area, consolidating the area as a major employment hub benefitting from excellent public transport connectivity and providing an important linkage between the city centre core and the wider docklands area. The LAP is focused on increasing street activity by encouraging new mixed use development, with active street frontages, improved public realm and attractive pedestrian and cycle linkages in order to create a "great place to visit, work and live".* *'Georges Quay LAP is one of the most accessible locations in the city, with Tara Street Station catering for DART and commuter rail and a comprehensive bus network crossing the area. Also key, the LUAS Cross City line which will be operational by the end of 2017, will run down Hawkins Street, with testing of the line due to commence this summer.'* (George's Quay LAP 2017, p.18)	Table 4.19 identifies the policies and objectives relevant to the proposed Project

3.6.2.6 Your City Your Space – Dublin City Public Realm Strategy

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

3.6.2.7 The Heart of Dublin – City Centre Public Realm Masterplan

The public realm masterplan for Dublin City Centre was published by DCC in 2016. The overall vision is one of a pedestrian-friendly core within Dublin City Centre. So that the city can be easy, comfortable and enjoyable to move within, the strategy will require the full completion of the planned public transport network, including the proposed Project. The proposed Project will interface with the masterplan at O'Connell Street and Tara Stations. Phase I will include upgrade works at O'Connell Street. Tara Street will be upgraded as part of Phase III, including the greening of the street through tree planting.

4. Section by Section Assessment

4.1 Introduction

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

The planning history search examined all live planning applications and extant planning permissions at each of the construction sites along the route. The pattern of planning applications was not searched along the sections where the works are solely carried out by way of the TBM, where above ground construction is not affected by below ground tunnelling. The search was carried out on 1 July 2022. The planning applications are distinguished between the permanent alignment and the temporary construction areas of the proposed Project.

The assessment is carried out against the current adopted statutory development plan. Where the Draft Development plan for the area differs from the adopted plan, it will be referenced and considered.

4.2 AZ1 Northern Section: Estuary to Airport Tunnel North Portal

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

4.2.1 Estuary Station and Park and Ride Facility

4.2.1.1 Proposed Works

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

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

A linear park connection to the south of site interfaces with the Broadmeadow and Ward Rivers corridor. This linear park will consist of a pond and wetland park and connections southwards, integrating Estuary Station and P&R facility with the open space of the river corridor and beyond.

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

Associated utility diversions related work will be carried out.

4.2.1.2 Zoning

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

4.2.1.3 Map-Based and Other Objectives

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

- The construction of the Swords Western Distributor Road is an objective of the FDP;
- The purpose of its construction is to divert traffic from Main Street, the R132 and the M1, whilst also serving as a direct access to proposed P&R Facility;
- Located within the site boundary at the north western edge, is a recorded monument (SMR No. DU011-131), it is classified as an enclosure; and
- Objective SWORDS 24 states *"As part of the Lissenhall LAP, facilitate and actively promote the provision of a Lissenhall Metro North Stop that would include significant Park and Ride capabilities and bus service facilities".*

4.2.1.4 Local Area Plans/Masterplans

The subject lands are within an area that is subject to the preparation of a Local Area Plan (LAP) to be developed during the lifetime of the FDP, although this requirement does not follow to the Draft FDP. As noted in Table 3.9, Objective SWORDS 26 of the FDP sets the objectives of this future LAP, as follows:

- *'The Local Area Plan will assess and determine the sequencing and phasing of development subject to the delivery of the necessary infrastructure, indicative route for new Metro North and its potential extension.;*
- *The Local Area Plan will assess and determine the appropriate scale and mix of uses of employment, residential and supporting community and retail facilities.;*
- *The Local Area Plan lands will be subject to a detailed flood risk assessment to address potential flood risk, proposed mitigation measures and assign appropriate land uses.; and*
- *The Local Area Plan will take note of potential noise pollution from road, rail and motorway traffic and implement measures to address any issues that may cause annoyance to potential residents.'*

4.2.1.5 Planning History

There are no extant planning permissions on the site.

4.2.1.6 Project Response

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

The proposed P&R Facility car park does not come within either 'Permitted in Principle' or 'Not Permitted' uses. The FDP notes that 'Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.' The provision of a P&R Facility is directly supported in the FDP through Objective SWORDS 24 which states *"As part of the Lissenhall LAP, facilitate and actively promote the provision of a Lissenhall Metro North Stop that would include significant Park and Ride Facility capabilities and bus service facilities"*, and as such the use directly meets the policies and objectives of the plan. The proposed P&R Facility car park promotes and support the provision of P&R at a suitable location near the proposed Estuary metro station. Access to the station and the associated P&R Facility will by way of the delivery of the initial element of the Swords Western Distributor Road. This directly responds to the roads objective of the FDP. Therefore, the proposed works on site comply with the zoning and map-based objectives of the FDP.

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

4.2.2 Estuary Station to Seatown Station

4.2.2.1 Proposed Works

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

There are two existing footbridges along the R132 Swords Bypass in this section which will be demolished as part of the proposed Project. These are the R132 Fingallians footbridge and the R132 Seatown footbridge. However, the severance caused by the demolition of the footbridges will be mitigated through the R132 Connectivity Project, which received planning approval on 20 January 2022 and will progress ahead of this proposed Project. Two football clubs have facilities in Balheary Park that will be affected by the permanent land-take required for the proposed Project . The recreational land is bounded by the Ward River to the west and north, the R132 to the east, and the R125 road to the south. Both pitches at the Swords Rovers Football Club will be realigned due to the loss of land to the north and eastern boundaries of the park. The Fingallians GAA pitches also need to be re-positioned and reduced in size.

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

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

4.2.2.2 Zoning

This section of the alignment is within the functional area of FCC and passes through lands zoned in the current FDP 2017-2023 and draft FDP 2023-2029.as follows:

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

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

- 'HA' – High Amenity.

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

- 'RA' – Residential.

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

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

4.2.2.3 Map-Based and Other Objectives

The alignment is in proximity to a number of distinct map-based objectives in the current FDP 2017-2023 and draft FDP 2023-2029:

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

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

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

It is noted that the proposed road objective through Estuary Central is not proposed as part of the Draft FDP.

4.2.2.4 Local Area Plans/Masterplans

The alignment runs through or adjacent to the areas of the proposed Lissenhall LAP, Estuary Central Masterplan, Seatown North Masterplan and Seatown South Masterplan. The relevant objectives of these plans are set out in Table 4.1.

Table 4.1: Current Objectives in the 2017-2023 FDP for LAPs/Masterplans within Estuary Station to Seatown Station Alignment

Section	Objective/ Main Elements (current Plan)	Proposed Project Response
Chapter 4	SWORDS Objective 27 Lissenhall LAP *'The Local Area Plan will assess and determine the sequencing and phasing of development subject to the delivery of the necessary infrastructure, indicative route for new Metro North and its potential extension.'*	The proposed Project facilitates the preparation of the Lissenhall LAP. The proposed station location allows flexibility in the layout of the Lissenhall area, provides for land availability in the vicinity of the station for mixed uses and makes an allowance for a future extension of the proposed Project to serve the Lissenhall area.
Chapter 4	Estuary Central Masterplan ▪ 'Provide for the indicative route for new Metro North aligned through these lands and an appropriate relationship and integration of development to the proposed new Metro North at this location.' ▪ 'Provide for the retention and protection of existing mature trees and hedgerows within and bounding the Masterplan lands in so far as is practicable.' ▪ Provide for a multi–modal link between Balheary Road and the R132, the exact location of which should be defined as part of the masterplan process. ▪ 'Provide for pedestrian and cycle routes within the Masterplan lands (in particular, along a west - east axis linking the subject lands to any proposed new Metro North stop proposed along the R132 and to the adjoining Estuary West	The indicative route is followed by the proposed Project The Metro station is an insertion within a new linear landscape, where the public realm design around the stations can become a part of the MetroLink 'brand'. Each station along the R132 chain will have its own particular identifying feature tree planting within its external entrance plaza. Connectivity to proposed is Seatown Station delivered through connection along R132. The indicative multi-modal link to the R132 will not be deliverable under the proposed Project. It is noted that under the Draft FDP, the map-based objective for this link is not proposed and that the 'main elements' of the proposed masterplans do not form part of the Draft FDP. The R132/Balheary pitches will be replaced as part of the proposed Project works.

Section	Objective/ Main Elements (current Plan)	Proposed Project Response
	Masterplan lands; and also, along the extended Broadmeadow Riverside Park and along the Ward River valley).' 'No development will be permitted on Balheary Park until these public open space lands are replaced by similar recreational facilities within the proposed regional park on the west side of the Town.'	
Chapter 4	Seatown North Masterplan ▪ 'Future development shall provide a strong urban edge with attractive elevations which satisfactorily address, overlook and provide a high degree of informal supervision of the R132 and the east-west distributor road going through Swords Business Park.' ▪ 'Provide for an appropriate relationship and integration of development with the R132 and the indicative route for new Metro North at this location.' ▪ 'Higher/denser development shall provide a key urban edge adjoining the R132 and the east west distributor road.' ▪ 'Develop direct, attractive and overlooked pedestrian and cycle routes within the subject lands and connecting these lands to the indicative route for new Metro North; Swords town centre, Seatown Road and the Malahide Estuary.' 'Retain and consolidate existing trees and hedgerows within and bounding the Master Plan lands in as far as is practicable.'	The proposed Project will facilitate this objective. The improvements proposed by the approval of FCC's R132 Connectivity Project include breaking down the current propensity for the R132 to act as a barrier within the expanding town of Swords. The design of the proposed Project specifically reflects the aspirations of FCC by creating greater connection across the road and at the same time encouraging pedestrian and cyclist movement alongside the road, through a series of adjacent and related public open spaces.

Section	Objective/ Main Elements (current Plan)	Proposed Project Response
Chapter 4	Seatown South Masterplan ▪ 'Future development shall provide a strong urban edge with attractive elevations which satisfactorily address, overlook and provide a high degree of informal supervision of the R132 and the east-west distributor road going through Swords Business Park.' ▪ 'Provide for an appropriate relationship and integration of development with the R132 and the indicative route for new Metro North at this location.' ▪ 'Higher/denser development shall provide a key urban edge adjoining the R132 and the east west distributor road.' ▪ 'Provide for the protection of the residential amenities of existing housing adjoining the subject lands by minimising visual intrusion, overlooking and overshadowing and additional traffic.' ▪ 'Retain and consolidate existing trees and hedgerows within and bounding the Master Plan lands in as far as is practicable.' Develop direct, attractive and overlooked pedestrian and cycle routes, within the subject lands and connecting these lands to the indicative route for new Metro North ; Swords town centre and the Malahide Estuary.	The proposed Project will facilitate this objective. The improvements proposed by the approval of FCC's R132 Connectivity Project include breaking down the current propensity for the R132 to act as a barrier within the expanding town of Swords. The design of the proposed Project specifically reflects the aspirations of FCC by creating greater connection across the road and at the same time encouraging pedestrian and cyclist movement alongside the road, through a series of adjacent and related public open spaces.

It is noted that the Seatown North and South masterplans are not included in the Draft FDP.

In addition, the 'main elements' of the masterplans are not set out in the Draft FDP.

4.2.2.5 Planning History

There are no extant planning permissions on the alignment.

4.2.2.6 Project Response

As noted in Table 3.5 of this Report, under the relevant zoning objectives of ME, OS, HA and RS, 'Rail Infrastructure' does not come within either 'Permitted in Principle' or 'Not Permitted' uses. The FDP notes that 'Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.'

The FDP zoning maps specifically identify an 'Indicative Metro Route' and an 'Indicative Route for Metro North' through the lands along an alignment similar to that for the proposed Project. Therefore, the principle of an alignment through the lands directly meets the policies and objectives of the plan. In addition, Chapter 6 of the FDP has a section

regarding supporting infrastructure which is relevant to the proposed Project as it states: *'This is particularly relevant for the provision of public transport, water and waste water services, broadband, international connectivity and energy supply. Fingal will engage with service providers to ensure that the required infrastructure is provided in appropriate locations identified for enterprise and employment growth.'*

Objective ED22 in the FDP states:

'Require that proposals for economic development are served by quality supporting infrastructure with sufficient capacity. A sequential approach may be used for assessing economic developments to ensure their appropriate and sustainable delivery.'

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

The proposed road objective through Estuary Central masterplan area to the R132 and included as a main element of the proposed Estuary Central Masterplan to "*Provide for a multi–modal link between Balheary Road and the R132, the exact location of which should be defined as part of the masterplan process" cannot be delivered as a result of the vertical alignment of the proposed Project,* and therefore comprises a Material Contravention of the FDP. However, it is noted that the road objective and the requirement in the masterplan have not been proposed in the Draft FDP.

The ME corridor land is subject to the objectives of a future Masterplan for Estuary Central. The alignment largely facilitates the requirements of the Masterplan as set out in Table 4.1. As the masterplanning process for Estuary Central is likely to be delivered during the next development plan period as indicated by the Draft FDP 2023-2029. The current requirement to *'Provide for a multi–modal link between Balheary Road and the R132, the exact location of which should be defined as part of the masterplan process'* is not proposed in the Draft FDP.

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

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

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

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

As shown in Figure 1, by their nature linear infrastructure projects such as drainage, transmission, and rail infrastructure, within developed urban areas will inevitably extend across a wide variety of zoned (or unzoned) lands. Such infrastructure must be developed on the most suitable lands, while balancing considerations such as accessibility to centres of population, technical feasibility, cost, environmental sensitivities/ designations and land use zoning.

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

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

South of Estuary Court, the alignment is located in ME Corridor zoned lands, that are subject to the preparation of a Masterplan (Seatown North). This Masterplan has yet to be prepared. The alignment largely facilitates the requirements of the Masterplan. It is noted that this masterplan is not identified in the Draft FDP.

4.2.3 Seatown Station

4.2.3.1 Proposed Works

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

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

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

The proposed stations at Estuary, Seatown, Swords Central and Fosterstown are connected by a surface linear park (being provided as part of the proposed Project), whereby it will be possible to walk or cycle along its 5km (approx.) route between these stations. The public realm areas around these stations are defined by the station architecture and the necessity for a plaza arrival area to the front of each station. This in conjunction with the amendments to the R132 layout as part of FCC's R132 connectivity project, provides an at-grade interface with the surrounding urban framework. The public realm design for these stations has been developed around access points and desire lines for both cyclists and pedestrians to access the stations.

4.2.3.2 Zoning

The lands for Seatown Station are zoned 'ME'- Metro Economic Corridor' in the in the current FDP 2017-2023 and draft FDP 2023-2029. Under this zoning a public transport station is a permitted use.

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

4.2.3.3 Map-Based and Other Objectives

The lands are affected by a number of distinct map-based objectives in the current FDP 2017-2023 and draft FDP 2023-2029.

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

4.2.3.4 Local Area Plans/Masterplans

The lands are located within an area subject to the requirement to prepare a masterplan, the masterplan is to be prepared or implemented during the lifetime of the development plan. The masterplan has not yet been prepared.

The objectives of Seatown South Masterplan have been noted in Table 4.1. It is noted that this masterplan is not identified in the Draft FDP.

4.2.3.5 Planning History

There are no extant planning permissions on this site.

4.2.3.6 Project Response

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

As Table 4.1 in this report shows, the station proposal facilitates the requirements of the future Seatown South Masterplan, as set out in the FDP. In particular, the station's proximity to the R132 will provide a strong urban edge which addresses, overlooks and provides a high degree of informal supervision of the junction of the R132, while facilitating development on the adjoining lands that can comply with the Masterplan objectives.

4.2.4 Seatown to Swords Central

4.2.4.1 Proposed Works

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

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

4.2.4.2 Zoning

This section of the alignment is within the functional area of FCC and passes through lands zoned in the current FDP 2017-2023 and draft FDP 2023-2029 as follows:

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

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

4.2.4.3 Map-Based and Other Objectives

The alignment is in proximity to a number of distinct map-based objectives in the current FDP 2017-2023 and draft FDP 2023-2029.

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

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

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

4.2.4.4 Local Area Plans/Masterplans

The route runs through lands subject to the preparation of Seatown South Masterplan lands and Barrysparks and Crowcastle Masterplan lands. It is noted that the Seatown South Masterplan is not identified in the Draft FDP. Specific objectives within the Barrysparks and Crowcastle Masterplan are considered in Table 3.10 of this report in conjunction with the station.

4.2.4.5 Planning History

There is one extant planning permission whose boundary crosses into the area of the proposed Project as set out in Table 4.2. However, the works themselves are located within the existing Siemens building and are not affected by the proposed Project.

Table 4.2: Permanent Works Area Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
F18A/0070	The construction of first floor mezzanine within the existing Siemens manufacturing building and associated works.	16-02-2018	11-04-2018	No	GRANT PERMISSION

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

Table 4.3: Construction Areas Extant Planning Permission

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

4.2.4.6 Project Response

Under the zoning objectives, 'Rail Infrastructure' does not come within either *'Permitted in Principle'* or '*Not Permitted*' uses. The FDP notes that '*Uses which are neither 'Permitted in Principle' nor 'Not Permitted'* will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.

In principle, the proposed Project provides the rationale for the intensification of the lands under the 'ME' zoning objective. The alignment minimises the impact on the development potential of the lands through routing inside the

boundary without significant encroachment, thus reducing any constraint on the layout of the overall masterplan area. The alignment is, therefore, consistent with the 'ME' zoning objective.

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

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

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

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

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

4.2.5 Swords Central Station

4.2.5.1 Proposed Works

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

4.2.5.2 Zoning

The lands for Swords Central Station are zoned 'ME'- Metro Economic Corridor' in the current FDP 2017-2023 and draft FDP 2023-2029. Under this zoning a public transport station is a permitted use.

The associated works are on lands zoned as follows:

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

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

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

4.2.5.3 Map-Based and Other Objectives

The lands are within an area subject to the preparation of a Masterplan (MP).

4.2.5.4 Local Area Plans/Masterplans

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

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

Table 4.4: Barrysparks and Crowcastle Masterplan 2019

Section	Paragraph / Policy / Objective	Project Response
4	Transport and Movement ▪ 'Reduce the need to undertake local car-based journeys by providing a high-quality walking and cycling network. ▪ Ensure efficient internal vehicular movements through the provision of link roads, to connect the R132 to the north of the lands to the proposed Airside-Feltrim Link Road to the south. ▪ Ensure that pedestrian and cyclist facilities are designed in accordance with Section 5.8.3 of the NTA's Transport Strategy for the Greater Dublin Area 2016-2035. ▪ Improve road infrastructure in the area by ensuring the completion of the Airside-Feltrim Link Road, connecting Lakeshore Drive with the Holywell Roundabout. ▪ Ensure that the Masterplan lands are highly accessible by providing direct pedestrian/ cyclist connectivity to the proposed Swords Central Metro Station and the surrounding area, 2 no. new vehicular access points to the R132 (one full signalised controlled junction to the west and a left in/left out to the east), access from Lakeshore Drive, the Lakeshore Drive roundabout, the Drynam Road, and the Feltrim/ Holywell Roundabout. ▪ Ensure that the Masterplan lands are connected to the Pavilions Shopping Centre and Swords Main Street by providing pedestrian/ cyclist access across the R132 and facilitating movements through the lands from Holywell. ▪ Ensure that the necessary and required road improvements are in place to support development. ▪ Provide for the realignment of the Drynam Road.	The proposed Project directly meets the transport and access requirements of the Masterplan. The vertical alignment facilitates access to the Masterplan lands. Pedestrian and cycle connections across the R132 are delivered within the scheme design.
5	Green Infrastructure ▪ *Provide a central north-south green corridor encompassing pedestrian and cyclist infrastructure and both active and passive open space amenities connecting from the R125 to the south of the site to the R132 to the north.* ▪ *Provide a high-quality landscaped open space area adjacent to the proposed MetroLink station to the north of the Masterplan lands that connects to the central spine and facilitates pedestrian and cyclist movements.* ▪ *Ensure that all open space areas are highly landscaped and well maintained in order to create a high-quality commercial and residential development, capable of attracting top-tier employers and talent.* ▪ *Provide a pedestrian and cyclist connection from the proposed central spine to the existing open space area at Holywell Avenue to facilitate movements to the Pavilions, Swords Main Street and into a redesigned Ward River Valley Park as set out in Swords Masterplan 2009.*	The proposed Project directly provides a high quality landscaped open space adjacent to the station, linking to the masterplan locations for connections through the landbank.

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

4.2.5.5 Planning History

There are no extant planning permissions on the site.

4.2.5.6 Project Response

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

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

4.2.6 Swords Central Station to Fosterstown Station

4.2.6.1 Proposed Works

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

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

4.2.6.2 Zoning

This section of the alignment is within the functional area of FCC and passes through lands zoned in the current FDP 2017-2023 and draft FDP 2023-2029 as follows:

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

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

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

4.2.6.3 Map-Based and Other Objectives

The route is affected by a number of distinct map-based objectives in the current FDP 2017-2023 and draft FDP 2023-2029.

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

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

4.2.6.4 Local Area Plans/Masterplans

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

4.2.6.5 Planning History

There are no extant planning permissions on the site.

4.2.6.6 Project Response

Under the zoning objectives, 'Rail Infrastructure' does not come within either 'Permitted in Principle' or 'Not Permitted' uses under ME or HT zoning objective. The FDP notes that 'Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.

The proposed Project complies with the ME zoning as it provides a high capacity, high frequency rail line from Dublin City to Swords via Dublin Airport which would open up to lands to greater accessibility, and future development of high-density, mixed-use employment, commercial and residential uses. In addition, the proposed Project also aligns with the BMP and the HT zoning, as it improves access to these lands and as such it facilitates *"opportunities for high technology, high technology and advanced manufacturing, major office and research and development based employment within high quality, highly accessible, campus style settings*". The HT zoning is aimed at providing a location for high end, high quality, value added businesses and corporate headquarters.

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

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

The Fosterstown Masterplan (which applies to the landbank to the west of the R132) identifies the Metro alignment as running through the HT lands and identifies the station location on the east side of the R132 at approximately the selected location. The development of the Fosterstown lands immediately to the west of the R132 is predicated on the connectivity to a Metro stop. Metro is a key development objective of the immediate area.

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

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

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

4.2.7 Fosterstown Station

4.2.7.1 Proposed Works

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

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

4.2.7.2 Zoning

The lands for Fosterstown Station are zoned 'HT'- High Technology' and 'RW' - Retail Warehousing in the current FDP 2017-2023 and draft FDP 2023-2029.

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

4.2.7.3 Map-Based and Other Objectives

The station is affected by a number of distinct map-based objectives in the current FDP 2017-2023 and draft FDP 2023-2029.

- Located northeast (behind Airside Retail Park) of the site boundary is a recorded monument (SMR No. DU011-153). It is classified as a pit;
- The site is located within Airport Noise Zone C; and
- To the west of the site along the R132 and to the north along Drynam Road there is an indicative cycle/pedestrian route.

4.2.7.4 Local Area Plans/Masterplans

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

The key objectives of Fosterstown Masterplan relevant to the proposed Project are set out in Table 4.5.

Table 4.5: Fosterstown Masterplan 2019

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

4.2.7.5 Planning History

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

Table 4.6: Construction Area Planning Permissions

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

4.2.7.6 Project Response

Fosterstown Station lies within lands zoned as HT and RW in the Fingal FDP. Under these zoning objectives, 'public transport station' does not come within either 'Permitted in Principle' or 'Not Permitted' uses. The FDP notes that 'Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.

Fosterstown Masterplan was adopted in 2019. The development of the Fosterstown lands immediately to the west of the R132 is predicated on the connectivity to a Metro stop. Metro is a key development objective of the immediate area and the Fosterstown masterplan shows the wider transport objectives for this quadrant of Swords. The Fosterstown Masterplan identifies the Metro alignment running through the HT and RW lands identifying the location of the station as being on the east side of the R132 at approximately the selected location. Therefore, the principle of the location has been accepted in adopted policy. Furthermore, the proposed alignment and station are identified at the proposed location in the Draft FDP.

The Vision for the underlying Retail Warehousing zoning objective is to "*Facilitate the sale of bulky goods/goods in bulk within high quality settings and highly accessible locations, with an emphasis on exemplar sustainable design and aesthetic quality".* The proposed station and alignment in this location has been selected to minimize the encroachment into Airside Retail Park and hence minimise the impact on the lands. The proposed Project will deliver high-quality public transport infrastructure that will increase accessibility to Airside Retail Park and further strengthen its connections in the county. This will maintain the vitality and viability of Airside Retail Park in line with objective ED51 of the FDP: *'Maintain and strengthen the vitality, viability and regeneration of the County's Major Town, Town, Local and Village Centres by providing for civic, leisure, cultural and tourism attractions while ensuring that retailing remains a core function of these centres*' and as such support the zoning objective in making the location more accessible, provide a more sustainable offer and contribute to improving the aesthetic quality of the setting.

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

Objective Swords 22 in the FDP proposes that a P&R Facility be facilitated close to the station. This is not provided within the proposed Project. The Transport Strategy for the Greater Dublin Area identifies strategic locations for P&R Facility connected to the high-capacity public transport network. But this does not include a P&R Facility at Fosterstown. While the proposed Project does not provide a P&R Facility, it does not preclude the provision of such infrastructure as part of a separate consent process.

Therefore, Fosterstown station is compliant with the policies and objectives of the FDP.

4.2.8 Fosterstown Station to Dublin Airport Station

4.2.9 Proposed Works

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

4.2.9.1 Zoning

This section of the alignment is within the functional area of FCC and passes through lands zoned in the current FDP 2017-2023 and draft FDP 2023-2029 as follows:

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

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

4.2.9.2 Map-Based and Other Objectives

The route is affected by a number of distinct map-based objectives in the current FDP 2017-2023 and draft FDP 2023-2029.

- The alignment passes into both the Dublin Airport Outer Public Safety Zone and the Inner Public Safety Zone;
- The alignment passes into Dublin Airport Noise Zones C, B and A;
- The alignment is in close proximity to a Protected Structure comprising a milestone at Pinnock Hill;
- The alignment is in close proximity to a Traveller Accommodation site along the Naul Road; and
- Roads objective - The Swords Western Ring Road (SWRR) interchange road is proposed along the Naul Road.

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

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

4.2.9.3 Local Area Plans/Masterplans

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

4.2.9.4 Planning History

There is one extant planning permission whose boundary crosses into the area of the proposed Project as set out in Table 4.7. This relates to the construction of a hotel at the existing Premier Inn at Airside. The proposed Project will affect the car park area of the new hotel during the construction period. The lands will be reinstated on completion of the proposed Project if the hotel planning permission is carried out.

Table 4.7: Permanent Works Area Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
F17A/0756	Construction of a four-storey hotel extension and associated works	29-03-2018	25-04-2018	No	GRANT PERMISSION

4.2.9.5 Project Response

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

Under these zoning objectives, 'Rail Infrastructure' does not come within either 'Permitted in Principle' or 'Not Permitted' uses. The FDP notes that 'Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.'

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

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

4.3 AZ2 Airport Section

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

4.3.1 Dublin Airport Station

4.3.1.1 Proposed Works

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

4.3.1.2 Zoning

The site for Dublin Airport Station is zoned 'DA'- Dublin Airport' in the current FDP 2017-2023 and draft FDP 2023-2029. Under this zoning a public transport station is a permitted use.

4.3.1.3 Map-Based and Other Objectives

The station site is in proximity to a number of distinct map-based objectives in the current FDP 2017-2023 and draft FDP 2023-2029.

- Located to the east of site is a Protected Structure, the Church of Our Lady Queen of Heaven. (Ref No. 864);
- Located within Dublin Airport Noise Zone A;
- Located outside the Public Safety Zones of Dublin Airport; and
- The station lies within the consultation distance of a site identified as having the potential to have a major accident hazard, as determined under the 'SEVESO' Directives. The site in question is CLH Aviation Ireland Ltd., Fuel Farm Facility, Corballis Road South, Dublin Airport.

4.3.1.4 Local Area Plans/Masterplans

The station site is within the Dublin Airport LAP area from Corballis Road North to T2 Arrivals Road. The LAP provides an updated strategy for the continued growth of Dublin Airport in line with relevant aviation, planning and environmental policy within the context of sustainable growth. The main objectives of the Dublin Airport LAP 2020 relevant to the proposed Project are outlined in Table 4.8.

Table 4.8: Dublin Airport LAP 2020

Section	Paragraph / Policy / Objective	Project Response
5.1.8	Climate Action Objective CA05 ▪ 'Facilitate improved public transport links to and from the Airport and require that all traffic generating applications at the Airport demonstrate measures to maximise non-motorised and public transport use while minimising the use of the private car. '	The proposed Project directly contributes to improving public transport accessibility to Dublin Airport.
7.7.1	Design Objective DS4 ▪ 'Require that all planning applications be accompanied by a design statement to demonstrate the key principles for Airport design as set out in Fig. 7.2 of this LAP along with the requirements of the agreed design framework.'	The principles of the station design are set out in Section 4.9 of Chapter 4 (Description of the MetroLink Project) of the EIAR.
8.3	Sustainable Transport Objective CY2 ▪ 'All development proposals within the LAP shall be required to demonstrate provision of high-quality cycle facilities for employees, to include secure bike parking facilities, and changing and shower facilities to incentivize sustainable transport.'	The nature of the development is that demand for cycle facilities generated by the station is driven by a need for access to the public transport infrastructure, rather than being a destination that generates a need for changing and shower facilities in itself.
8.3.3	Public Transport Objective PT1 ▪ 'Encourage and facilitate the provision of an integrated public transport network to serve Dublin Airport. Objective PT2 ▪ Require the development of a transport interchange including a MetroLink station at the centre of the Dublin Airport Campus, in accordance with the implementation of MetroLink by 2027 by the National Transport Authority and Transport Infrastructure Ireland. Objective PT3 ▪ Ensure that the proposed MetroLink station and interchange in Dublin Airport campus is undertaken to	The proposed Project directly contributes to improving public transport accessibility to Dublin Airport. The transport interchange shall be provided by daa in accordance with the development of the daa masterplan in accordance with best international standards. The proposed project is consistent with the location of the Ground Transportation Centre in the Masterplan and can be adapted to integrate with the future interchange.

Section	Paragraph / Policy / Objective	Project Response
	best international standards for public transport interchanges. Objective PT6 ▪ Investigate and provide for connections from the western parts of the airport campus to MetroLink, in the context of potential future planned development to the west of the existing terminals.'	Objective PT6 is not applicable in the absence of proposals for the western parts of the airport campus.

4.3.1.5 Planning History

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

Table 4.9: Dublin Airport Station Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
F21A/0518 ABP-313157-22	Alterations to section of the existing internal road network and associated works, on the Departures routes to and from the Terminal 1 and Terminal 2 forecourts	04-02-2022	03-03-2022	Yes	FCC - Grant Permission ABP – To be Determined
F20A/0668	A proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, at Dublin Airport, Co. Dublin, on a site of c. 580 ha. The proposed relevant action relates to the night-time use of the runway system at Dublin Airport.	21-09-2021	UNKNOWN	No	Further Information

The planning application under FCC Ref. F21A/0518, An Bord Pleanála Ref. ABP-313157-22) relates to works to control vehicular access to Terminal 1 and Terminal 2, and associated works including the reconfiguration of the 2no. existing exit lanes from both the Terminal 1 and Terminal 2 forecourts. The application was granted planning permission on 3 March 2022 and has been appealed to An Bord Pleanála (with a target decision date of 2 August 2022).

Condition No. 5 of the grant of planning permission states:

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

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

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

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

4.3.1.6 Project Response

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

4.4 AZ3 Dardistown Station to Northwood Station

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

4.4.1 Dublin Airport Station to Dardistown Depot

4.4.1.1 Proposed Works

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

4.4.1.2 Zoning

This section of the alignment is within the functional area of FCC and passes through lands zoned in the current FDP 2017-2023 and draft FDP 2023-2029 as follows:

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

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

4.4.1.3 Map-Based and Other Objectives

The route is affected by a number of distinct map-based objectives in the current FDP 2017-2023 and draft FDP 2023-2029.

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

4.4.1.4 Local Area Plans/Masterplans

The alignment passes through the area of the Dardistown LAP 2013. The relationship of the project to the Dardistown LAP area is described in detail below in considering the Depot and Station at Dardistown.

4.4.1.5 Planning History

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

4.4.1.6 Project Response

Under these zoning objectives, 'Rail Infrastructure' does not come within either 'Permitted in Principle' or 'Not Permitted' uses. The FDP notes that *'Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be*

assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.'

The FDP zoning maps specifically identify an 'Indicative Route for Metro North' through the lands along an alignment similar to that for the proposed Project. Therefore, the principle of an alignment through the lands directly meets the policies and objectives of the plan. The alignment fully aligns with the indicative roads objective and is permitted in the Dublin Airport PSZs.

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

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

4.4.2 Dardistown Depot and Dardistown Station

4.4.2.1 Proposed Works

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

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

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

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

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

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

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

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

4.4.2.2 Zoning

This future station and depot are within the functional area of FCC and lie in lands zoned in the current FDP 2017-2023 and draft FDP 2023-2029 as follows:

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

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

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

4.4.2.3 Map-Based and Other Objectives

The future station and depot are affected by a number of distinct map-based objectives in the current FDP 2017-2023 and draft FDP 2023-2029.

- The site is found within the Dublin Airport Noise Zones A and B;
- The depot will be partially located within the Dublin Airport Outer PSZ;
- Three recorded monuments are located within the vicinity of the future station and depot. They are classified as an enclosure (Ref No. DU014-121), a Cremation Pit (Ref No. DU014-120) and a Burnt Mound (Ref No. DU014-119); and
- The FDP identifies an alignment for 'Metro West' that will connect with the proposed Project at Dardistown future Station.

4.4.2.4 Local Area Plans/Masterplans

The site is within lands subject to the preparation of a Local Area Plan in the FDP 2017-2023. The Dardistown Local Area Plan was adopted in 2013 and was extended in 2017 up to the year 2022. The over-arching vision for the LAP is to provide for a strategic employment node, maximizing opportunities presented by the lands strategic location well served by air, existing and planned high-capacity public transport and the national road network. The objectives relevant to the proposed Project are discussed in Table 4.10.

Table 4.10: Dardistown LAP 2013

Section	Paragraph / Policy / Objective	Project Response
4.1	Strategic Vision ▪ *'To develop a sustainable, legible, high quality employment district supporting a broad mix of strategic employment and complementary uses integrated with high quality internal and external movement networks, centred on a higher-density node supported by existing and planned investment in transportation and services infrastructure including future public transportation provision (QBCs and Metro) and road network improvements, while enhancing and protecting surface access to the Airport.'*	The proposed Project directly delivers the primary public transport infrastructure to deliver development on the LAP lands.
4.2	Core Policy Objectives ▪ *'Ensure that the development supports and facilitates Metro North, in particular protecting the alignment and land take required for the Metro North line and Metro North Depot, as approved by An Bord Pleanála.* ▪ *Provide for full integration of the LAP lands with existing and planned QBCs, the proposed internal high capacity bus corridor, and future Dardistown Metro Stop at an integrated public transport interchange at Dardistown,*	The proposed Project closely follows the alignment of Metro as identified on the previous Metro North development. The proposed works location facilitates connectivity across the LAP lands by all transport modes in line with the LAP. The proposed Project will increase travel options, access to places and enhance the passenger experience.

Section	Paragraph / Policy / Objective	Project Response
	thereby reducing car dependency and supporting sustainable modes of transport/smarter travel. ▪ *Phase development in a sustainable way, in line with the availability of supporting infrastructure, including QBCs initially and Metro in subsequent LAPs, and necessary services and utilities provision.'*	The alignment and access arrangements facilitate the development of the landbank for mixed-use in line with the LAP.
4.2	Green Infrastructure Strategy ▪ *Opportunities should be maximised for pedestrian and cycle links throughout the LAP lands through a series of green, landscaped links. It is advantageous that these pedestrian and cycle routes form part of the wider network of links throughout the immediate area, promoting enhanced opportunities for movement and connectivity to Dublin Airport and Dublin City Centre*	The alignment and access arrangements facilitate the development of the landbank for mixed-use in line with the LAP.
4.2	Sustainable Strategy ▪ *Promoting a co-ordinated approach to transport and land-use planning in order to reduce the need to travel and to maximise access to public transport*	The provision of the station infrastructure facilitates the development of the LAP area, allowing the station to open in line with the demand generated by development on the LAP lands.
4.2	Services and Utilities Strategy ▪ *CPO22: Ensure surface water wetlands, detention basins, swales and filter strips are well designed and incorporated as a design feature within landscaped areas, adjacent to the riparian corridor and elsewhere on the lands.* ▪ *CPO23: All development proposals shall ensure the incorporation of water conservation measures in the design of proposed developments.* ▪ *CPO25: A 15meter riparian corridor shall be maintained along both sides of the Turnapin Stream in order to protect and manage this existing watercourse.*	The drainage proposals are set out in the drawings that accompany the Railway Order application. A 15m riparian corridor has been provided for within the scheme design.
4.5	Street Network and Design ▪ *The initial and primary element of transport infrastructure serving the lands will be Quality Bus Corridors and a proposed road network linking the Southern Parallel Road to the Naul Road and the Swords Road.* ▪ *This network would be constructed to provide access to the developable lands, to allow for three vehicle crossing points of the Metro North line and to allow a number of safe pedestrian crossing points. In time this primary network will be augmented and enhanced by the public transportation hub at the centre of the site.* ▪ *The Dardistown Metro stop also connects the northern development with the southern core for pedestrians and cyclists. A second is created at the northern end of Metro North where the stream and its formalised green link will connect the site through to Swords Road along the River Park. A third crossing is established at the southern end of the railway line, connecting the greenway to the Central Spine that runs along the western side of the railway, and ultimately connecting to the Naul Road and Silloge Golf Course.* ▪ *The main vehicular crossings of the Metro line will constitute the main distributor road layout with a two-lane carriageway with one reserved for QBC priority in each direction.*	The alignment and access arrangements facilitate the development of the landbank for mixed-use in line with the LAP. However, the details of the proposed project differ from the proposals in the LAP, due to the updated alignment and design requirements.

Section	Paragraph / Policy / Objective	Project Response
5.3	Transport Hub ▪ *The proposed Transport Hub will be developed over a number of phases initially focused on the QBC network extending to a fully integrated multi-modal interchange located in the centre of the LAP lands and adjacent to the Dardistown Metro Stop.*	The proposed station location facilitates connectivity across the LAP lands by all transport modes in line with the LAP.
5.4	Pedestrians and Cyclists ▪ *The cycle network will focus on the Transport Hub where secure sheltered bicycle parking will be provided.*	Cycle parking is to be delivered in line with the development of the station
5.8	Metro North ▪ *'A 300-space park and ride facility will be developed to the north of the station.* ▪ *The Metro station will be developed at grade.* ▪ *The Metro Depot will occupy approximately 19.5 hectares of land to the north of the Dardistown Station. The Depot will be used for storage and maintenance of Metro vehicles.* ▪ *The focal point for LAP lands will be the 'Hub' Character area which will be centred on the public transport interchange initially focused on the internal bus corridor and subsequently on the Metro.'*	As the LAP was created in 2012, adopted in 2013 and then extended until 2022, the LAP referenced the then approved RO approved for Metro North (Ref: PL6F.NA0003) which included a local P&R facility located to the north of the Dardistown Stop. This RO has since lapsed. No P&R Facility is to be provided as part of the proposed Project. P&R facilities at this location are not identified in regional or county level planning and transport policy and have not been identified as a requirement for the proposed Project. However, the proposed Project will not impede land access nor the possibility of this from being developed under a separate proposal.
7.1	Water Quality ▪ *All developments within the LAP lands shall be required to comply with the Programme of Measures for the Santry Mayne Sluice WMU.*	The proposed Depot is located at the head of the Mayne River system and diversion of the Turnapin Stream, which is a tributary of the Mayne River, will be required to maintain local drainage routes. Further detail on environmental impacts from works in watercourses can be found in Chapter 18 (Hydrology).
7.6	Proposed Future Electrical Network ▪ *The Metro North line crosses the site of the development and will require an 110kV connection to the RPA substation.* ▪ *The connection point and associated Metro Line Transformers and switchgear will be positioned to be at the same location as the ESB 110kV substation.* ▪ *The Metro North Maintenance Depot will also have a requirement for a 110kV substation. The RPA and ESB have indicated that they are willing to review suitable adjacent locations for the location of the 110kV substations.*	Power for operation of the proposed Project will be provided by Electricity Supply Board Networks Ltd (ESBN). Grid Connections will be provided via cable routes and two new 110kV (kilovolt) substations at Dublin Airport North Portal and Dardistown. Planning approval for the proposed grid connections will be applied for separately but these are assessed in this EIAR.

The Draft FDP 2023-2029 does not set a requirement for a Local Area Plan for Dardistown.

4.4.2.5 Planning History

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

Table 4.11: Dardistown Depot Construction Area Planning Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
F19A/0095	Temporary permission (5 years) for the temporary change of use of part of the APB meat processing plant from meat processing to a waste transfer and processing facility (non-hazardous wastes) providing for: (a) the collection, processing, storage and bulking up of used and fresh cooking oil; (b) a waste transfer facility for food waste; and (c) the washing of used cooking oil containers.	24-06-2019	27-08-2019	No	Grant Permission

4.4.2.6 Project Response

These elements of the proposed Project run through lands zoned as GE and HT. Under these zoning objectives, 'Rail Infrastructure' does not come within either 'Permitted in Principle' or 'Not Permitted' uses. The FDP notes that 'Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.'

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

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

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

4.4.3 Dardistown to Northwood Station

4.4.3.1 Proposed Works

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

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

4.4.3.2 Zoning

The alignment is within the functional area of FCC and passes through lands zoned in the current FDP 2017-2023 and draft FDP 2023-2029 as follows:

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

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

4.4.3.3 Map-Based and Other Objectives

The alignment is affected by a number of distinct map-based objectives in the current FDP 2017-2023 and draft FDP 2023-2029.

- The alignment partly lies within the Dublin Airport Noise Zone C;
- The alignment passes close to Map-Based Local Objective 92 which states "*Support provision of retail for local needs only*". This objective is not included in the draft FDP;
- The alignment passes close to Map-Based Local Objective 93 of the current FDP, which concerns access within the Masterplan lands. "*facilitate provision of an underpass to include provision for a car, bus, cycle, and pedestrian link to link lands east and west of R108 to enhance connectivity*". This is amended in the Draft FDP as Map-Based Local Objective 58, which states "*Facilitate provision of improved car, bus, cycle, and pedestrian linkages between lands to the east and to the west of R108 to enhance connectivity*"; and
- Objective MT15 of the current FDP requires the following 'Investigate and avail of the opportunities provided by new Metro North and any other public transport infrastructure to provide new cycle and pedestrian links including crossings of the M50 which currently represents a major barrier to active transport modes.' This objective is not included in the draft FDP.

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

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

4.4.3.4 Local Area Plans/Masterplans

The alignment of the proposed Project passes through lands located within an area subject to the requirement to prepare a masterplan (Northwood). Whilst the masterplan has not yet been prepared during the current FDP, the FDP sets out its 'main elements'. The main elements that are relevant to the proposed Project have been set out in Table 3.9 above and focus on the connections from the Metro to the surrounding lands. It is noted that while the requirement to prepare a masterplan remains in the drat FDP, the main elements of the Masterplan are not specified.

4.4.3.5 Planning History

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

4.4.3.6 Project Response

The alignment of the proposed Project runs through the HT zoned lands as retained cut and in cut and cover where necessary to allow access to the lands identified for development in the Dardistown LAP. The vision of the HT zoning objective will be fulfilled by the proposed Project as in the long term, it will facilitate high technology, uses on the landbank. .The FDP zoning maps specifically identify an 'Indicative Route for Metro North' through the lands along an alignment similar to that for the proposed Project. The alignment of the proposed Project runs through the ME zoned lands as retained cut and then in cut and cover as it approaches Northwood Station. The vision of the ME zoned lands is to provide an area for the development of surrounding compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the Metro. The proposed Project does not hinder this vision and the proposed Project would facilitate and support new businesses and investment, create job opportunities, provide greater housing choices, improve public and civic spaces, facilitate priority for active transport and develop vibrant, well-designed and safe neighbourhoods.

As per Table 3.9 of this Planning Report, the proposed Project alignment and station facilitates the delivery of the objectives in the future Masterplan. It allows for a significant increase in accessibility not just only east-west, but also

maximise opportunities for new walking and cycling routes that extend local connectivity for all users including linking to existing or emerging community facilities, open spaces and urban areas.

The examination of the feasibility of potential links across the M50 to provide new cycle and pedestrian links has been carried out in the development of the project design in line with Objective MT15 of the current FDP. This has identified that for safety and security reasons provision of a pedestrian and cycle crossing together with the Metrolink crossing is not appropriate. However, a future crossing is feasible within a separate project. This ability to deliver this has not been compromised by the proposed Project.

Map-Based Local Objective 92 is not affected by the proposed Project.

The following planning objectives in the current FDP are compromised by the at surface alignment of the proposed Project at this location and therefore comprises a Material Contravention of the FDP.

- Facilitate provision of an underpass to include provision for a car, bus, cycle, and pedestrian link to link lands east and west of the R108 to enhance connectivity; and
- Objective 93 – Facilitate provision of an underpass to include provision for a car, bus, cycle and pedestrian link to lands east and west of R108 to enhance connectivity

It is noted that both of these objectives have not been carried forward to the Draft FDP.

Map-Based Local Objective 58 of the Draft FDP is facilitated at Northwood Station, as described below.

4.4.4 Northwood Station

4.4.4.1 Proposed Works

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

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

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

4.4.4.2 Zoning

The lands for Northwood Station are within the functional area of FCC and are zoned 'ME' – Metro Economic Corridor in the current FDP 2017-2023 and draft FDP 2023-2029. Under this zoning a public transport station is a permitted use.

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

4.4.4.3 Map-Based and Other Objectives

The station site is affected by a number of distinct map-based objectives in the current FDP 2017-2023 and draft FDP 2023-2029

- The alignment passes close to Map-Based Local Objective 93 which concerns access within the Masterplan lands. "facilitate provision of an underpass to include provision for a car, bus, cycle, and pedestrian link to link lands east and west of R108 to enhance connectivity"; and
- An indicative cycle / pedestrian route is located on Northwood Avenue to the east of the site.

4.4.4.4 Local Area Plans/Masterplans

The station is within close proximity to Northwood Masterplan.

4.4.4.5 Planning History

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

4.4.4.6 Project Response

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

The station location facilitates the requirements of the nearby Northwood Masterplan of providing connectivity to the proposed Northwood Metro Stop.

4.5 AZ4 Northwood Station to Charlemont

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

4.5.1 Northwood Station to Ballymun Station

4.5.1.1 Proposed Works

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

4.5.1.2 Zoning

- The line between Northwood and Ballymun passes through the functional area of both FCC and DCC;
- The lands through which the alignment passes are zoned, as follows (from north to south);
- 'ME' – Metro Economic Corridor in the FDP in the current FDP 2017-2023 and draft FDP 2023-2029; and
- South of Balbutcher Lane (R104) the alignment passes into the functional area of DCC and are zoned 'Z4'- '*To provide for and improve mixed-services facilities*' in the current DCDP 2016-2022 and the Draft DCDP 2022-2028.

The areas required for construction are a larger land take, albeit for a temporary period. In addition to the land use zoning objectives in the permanent works area, the construction works area will also affect lands zoned as 'Z1' – Residential Neighbourhoods, 'Z9' – Open Space and 'Z4' District Centres in the current DCDP 2016-2022 and 'Z4' – Key Urban Villages / Urban Villages in the Draft DCDP 2022-2028.

4.5.1.3 Map-Based and Other Objectives

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

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

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

4.5.1.4 Local Area Plans/Masterplans

The alignment passes under lands subject to the Ballymun Local Area Plan 2017. Table 4.12 sets out the relevant objectives.

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

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

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

The proposed Project passes in tunnel under these sites.

4.5.1.5 Planning History

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

4.5.1.6 Project Response

The section of the alignment passes under lands zoned as Metro Economic Corridor within the functional area of FCC in the current FDP 2017-2023 and draft FDP 2023-2029.

Under this zoning objective, 'Rail Infrastructure' does not come within either 'Permitted in Principle' or 'Not Permitted' uses. The FDP notes that '*Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan*.'

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

4.5.2 Ballymun Station

4.5.2.1 Proposed Works

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

4.5.2.2 Zoning

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

- They are zoned 'Z4' - 'To provide for and improve mixed-services facilities' in the current DCDP 2016-2022 and 'Z4 – Key Urban Villages / Urban Villages in the Draft DCDP 2022-2028; and
- A public transport station is not included under 'Permissible' or 'Open for Consideration' uses.

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

4.5.2.3 Map-Based and Other Objectives

The station is affected by a number of distinct map-based objectives in the current DCDP 2016-2022 and the Draft DCDP 2022-2028.

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

The Draft DCDP 2022-2028 makes minor amendments from the current adopted plan in respect of the zoning objectives affected by the proposed Project. Whilst the description of zoning objective changed from 'Z4 District Centres' to 'Z4 - Key Urban Villages / Urban Villages', the principles of the zoning objective have not changed. The identification of areas that can serve the needs of the surrounding catchment providing a range of retail, commercial, cultural, social and community functions and residential uses that are well served by public transport.

4.5.2.4 Local Area Plans/Masterplans

The station is within lands subject to the Ballymun Local Area Plan 2017. The vision for Ballymun LAP is to "*create a successful and sustainable new town which provides for and supports a thriving local economy where communities are supported by appropriate social, sporting and cultural amenities*". The delivery of Metro through Ballymun is seen as essential for the regeneration and attracting high density mixed uses development along the Main Street with new connections, improved accessibility and ease for pedestrian and cyclist movements. Table 4.12: Ballymun LAP 2017 sets out the relevant objectives.

Table 4.12: Ballymun LAP 2017

Section	Paragraph / Policy / Objective	Project Response
5.3	*Objective E09: Support the delivery of Metro North and provision of a station in the heart of Ballymun Main Street (in the vicinity of Cearnóg an tSeachtar Laoch) and also in the vicinity of/linking to the M50 lands.*	The proposed Project will be situated adjacent the Ballymun Main Street, set back and at the former Ballymun shopping centre site thus facilitating this objective.
5.4.3	▪ *'The proposed stop at Ballymun would be at surface level.*	The proposed Project will be underground and the metro station will not segregate the areas east and west of Ballymun Main street. Thus enhancing permeability and at surface, the proposed Project aims to create an attractive, functional and accessible place for people alongside the Main Street.
5.4.3	▪ *A major new bridge structure across the M50 would be required.*	The proposed Project will deliver a viaduct across the M50.
5.4.3	▪ *The delivery of Metro North through Ballymun is seen as an essential component of the regeneration process attracting and delivering high density mixed-use development*	The proposed Project will encourage further development proposals in Ballymun
5.4.3	▪ *The LAP fully supports the route, it is imperative that any rail line through Main Street does not segregate east and west Ballymun.*	The proposed Project will be underground, and the metro station will not segregate the areas east and west of Ballymun Main Street. Thus, enhancing permeability and at surface, the proposed Project aims to create an attractive, functional and accessible place for people alongside the Main Street.
5.4.3	▪ *To prevent segregation which rail transport systems requires, the LAP calls for future Metro Line to have regard to the LAP objectives to create an urban Main Street with enhanced permeability.*	The proposed Project and metro station will be underground. The proposed landscape scheme consists of rainwater gardens and swales with large mature trees dispersed throughout. A large feature tree is located at the southern end of the site in front of the main canopy entrance. Cycle parking and pedestrian seating are provided for in the public realm.
5.4.3	▪ *Ideally run the Metro underground through the Main Street until after Santry Avenue Junction.*	The proposed Project will be underground, and the metro station will not segregate the areas east and west of Ballymun Main Street. Thus, enhancing permeability and at surface, the proposed Project aims to create an attractive, functional and accessible place for people alongside the Main Street.

Section	Paragraph / Policy / Objective	Project Response
5.4.3	▪ *The provision of a station for Metro North (or any alternative rail-based system through the area) should integrate successfully with the civic precinct and improve the functionality of this important space. Ease of pedestrian movement from one side of the road to the other is required. These crossings should be implemented with the build out of the street and provided suitable locations to support existing uses and services. Significant barriers to movement will not be accepted.'*	The proposed Project will be underground set back from the R108 Ballymun Road. The existing pedestrian crossing adjacent to the proposed station access will be increased in width to 4m for reasons of road safety.
5.4.6	*MO2: Work with Fingal County Council and the NTA to ensure the provision of a high quality rail transport system (Metro North) is delivered through Ballymun. In order to protect the character of the emerging Main Street the LAP is seeking that the future Metro line respects the desire for enhanced permeability, with the line ideally run underground until the junction with Santry Avenue. Future realignment of the Main Street should also provide for enhanced and segregated cycle facilities.*	The proposed Project will be running underground from Northwood Metro station which is north of Santry Avenue. It does not realign the Main Street and will accommodate the designs of BusConnects which will be delivered before the proposed Project.

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

4.5.2.5 Planning History

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

4.5.2.6 Project Response

Ballymun Station lies under lands zoned as Z4: '*To provide for and improve mixed-services facilities.'* A station on these lands is neither a Permissible Use nor 'Open for Consideration'. The DCDP notes that 'Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan. The objective of Z4 zoned lands is to provide for and improve mixed-services facilities and any development proposals in Z4 lands should serve the needs of the surrounding catchment through the provision of a wide range of retail, commercial, cultural, social and community functions and residential uses that are well served by public transport. The proposed Project will deliver the public transport that will significantly increase the accessibility of the Z4 lands in Ballymun and increase the attractiveness of Ballymun town centre as a focus of retail, employment, cultural and social uses. A metro project is directly identified within the Local Area Plan as a key project to regenerate the town. The station location has been selected within the Z4 lands to maximise the available land for these other development uses.

Furthermore, the principle of a station is permissible under the Draft DCDP.

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

4.5.3 Ballymun Station to Collins Avenue Station

4.5.3.1 Proposed Works

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

4.5.3.2 Zoning

The alignment is within the functional area of DCC and is zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028, as follows:

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

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

The Draft DCDP 2022-2028 makes minor amendments from the current adopted plan in respect of the zoning objectives affected by the proposed Project. The description of zoning objective Z4 has changed to Key Urban Villages / Urban Villages. The description of zoning objective Z15 has changed from 'To protect and provide for institutional and community uses' to 'To protect and provide for community uses and social infrastructure'. However, the principles of the zoning objectives have not changed. The role of Z15 lands is to protect existing functional buildings, land and open space that provide ancillary and incidental activities to the local community, contributing to the creation of vibrant neighbourhoods.

4.5.3.3 Map-Based and Other Objectives

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

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

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

4.5.3.4 Local Area Plans/Masterplans

The alignment is within lands subject to the Ballymun Local Area Plan 2017. The vision for Ballymun LAP is to *"create a successful and sustainable new town which provides for and supports a thriving local economy where communities are supported by appropriate social, sporting and cultural amenities".* The delivery of Metro through Ballymun is seen as essential for the regeneration and attracting high density mixed uses development along the Main Street with new connections, improved accessibility and ease for pedestrian and cyclist movements. Table 4.12 of this Planning Report sets out the relevant objectives.

4.5.3.5 Planning History

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

4.5.3.6 Project Response

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

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

4.5.4 Collins Avenue Station

4.5.4.1 Proposed Works

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

4.5.4.2 Zoning

Collins Avenue Station is within the functional area of DCC and is zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028, as follows:

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

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

The Draft DCDP 2022-2028 makes minor amendments from the current adopted plan in respect of the zoning objectives affected by the proposed Project. The description of zoning objective Z15 has changed from 'To protect and provide for institutional and community uses' to 'To protect and provide for community uses and social infrastructure' however the principles of the zoning objective have not changed. The role of Z15 lands is to protect existing functional buildings, land and open space that provide ancillary and incidental activities to the local community, contributing to the creation of vibrant neighbourhoods.

4.5.4.3 Map-Based and Other Objectives

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

4.5.4.4 Local Area Plans/Masterplans

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

4.5.4.5 Planning History

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

4.5.4.6 Project Response

The station box is under lands zoned Z15 and under the public road which is not zoned. The role of Z15 lands is to protect existing functional buildings, land and open space that provide ancillary and incidental activities to the local community, contributing to the creation of vibrant neighbourhoods. The proposed station is located on the boundary of the site and does not directly affect the ability of the institution to continue to operate on site, and as such the proposed Project is consistent with the Z15 zoning. While the naming of the zoning has changed, the intention to maintain existing community and social infrastructure on the site remains. As shown in Section 3.7.2 above, the proposed station is Permissible on these lands. A small portion of the station box at the southern end, is located under Z9 zoned land. At operational stage, the works will not impact upon its objective to preserve, provide and improve recreational amenity and open space and green networks.

4.5.5 Collins Avenue Station to Griffith Park Station

4.5.5.1 Proposed Works

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

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

4.5.5.2 Zoning

The alignment is within the functional area of DCC and is zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028, as follows:

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

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

The Draft DCDP 2022-2028 makes minor amendments from the current adopted plan in respect of the zoning objectives affected by the proposed Project. The description of zoning objective Z15 has changed from 'To protect and provide for institutional and community uses' to 'To protect and provide for community uses and social infrastructure' however the principles of the zoning objective have not changed. The role of Z15 lands is to protect existing functional buildings, land and open space that provide ancillary and incidental activities to the local community, contributing to the creation of vibrant neighbourhoods.

4.5.5.3 Map-Based and Other Objectives

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

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

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

4.5.5.4 Local Area Plans/Masterplans

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

4.5.5.5 Planning History

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

4.5.5.6 Project Response

4.5.5.6.1 Underground Elements

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

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

4.5.5.6.2 Intervention Shaft

As shown in Section 3.6.2.1 above, the intervention shaft, as a Public Service Installation, is Permissible on these lands on the condition that it *"would not be detrimental to the amenity of Z9 zoned lands."* Under the Draft DCDP, the intervention shaft is a Permissible use.

Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use. The continuation of sports clubs and facilities to enhance sustainable city living is recognised.(DCDP, page 246, Draft DCDP, page 622)

Chapter 27 (The Landscape) of the EIAR considers the landscape and visual impact of the project. It identifies that the proposed Project creates a slightly changed shape to the interior of the Park. However, it will be able to function as it currently does. There is no loss to the number and type of sports pitches provided. The replacement tree planting at the intervention shaft site will mature and the gap created in the boundary tree line will, over time, be filled. the predicted effects on the landscape during the Operational Phase will be moderate and negative. Initially the increased intervisibility between the interior of the park and the residents across the Ballymun Road, will not be much diminished by the proposed replacement planting. Ultimately as the replacement tree planting matures, the visual environment and visual amenity offered by the park will return to its current characteristics. The Magnitude of Visual change during the Operational Phase is medium.

As a result, it is considered that it cannot be concluded that the works "*would not be detrimental to the amenity of Z9 zoned lands"* and therefore, the works are not considered fully consistent with the zoning objective under the DCDP and therefore comprises a Material Contravention of the DCDP.

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

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

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

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

- ***Property:*** The location of an intervention shaft within Albert College Park avoids the requirement for a direct impact on private property and/or the demolition of any property;
- **Population and Land Use:** The location of the proposed intervention shaft in Albert College Park has potential to cause an impact on the amenity function of Albert College Park during the construction phase. However, the playing pitches and pathways will be reinstated following the construction phase;

- **Landscape & Visual:** The location of an intervention shaft within Albert College Park would result in an impact on the Landscape and Visual amenity during the construction phase. However, with replanting and landscaping the landscape and visual impacts could be mitigated following the construction phase; and
- **Biodiversity:** The location of an intervention shaft within Albert College Park would result in an impact on the biodiversity during the construction phase. However, with replanting would mitigate any permanent impacts following the construction phase.

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

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

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

4.5.6 Griffith Park Station

4.5.6.1 Proposed Works

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

4.5.6.2 Zoning

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

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

The Draft DCDP 2022-2028 makes minor amendments from the current adopted plan in respect of the zoning objectives affected by the proposed Project. The description of zoning objective Z15 has changed from 'To protect and provide for institutional and community uses' to 'To protect and provide for community uses and social infrastructure' however the principles of the zoning objective have not changed. The role of Z15 lands is to protect existing functional buildings, land and open space that provide ancillary and incidental activities to the local community, contributing to the creation of vibrant neighbourhoods.

4.5.6.3 Map-Based and Other Objectives

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

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

4.5.6.4 Local Area Plans/Masterplans

No LAP or Masterplan affects the Griffith Park Station location.

4.5.6.5 Planning History

There is one extant planning permission whose boundary crosses into the area of the proposed Project as set out in Table 4.13. This relates to the installation of an elevator at Coláiste Chaoimhín. The works are internal to a building that lies outside the area of the proposed Project and will not be affected.

Table 4.13:Griffith Station Construction Area Planning Permissions

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

4.5.6.6 Project Response

The station box is under lands zoned Z15. The role of Z15 lands is to protect existing functional buildings, land and open space that provide ancillary and incidental activities to the local community, contributing to the creation of vibrant neighbourhoods. The proposed station is located on the periphery of the site and does not affect the ability of the institution to continue to operate on site, and as such the proposed Project is consistent with the Z15 zoning. While the naming of the zoning has changed, the intention to maintain existing community and social infrastructure on the site remains. As shown in Section 3.6.2.1 above, the proposed station is Permissible on these lands. A small portion of the station box at the southern end, is located under Z9 zoned land. At operational stage, the works will not impact upon its objective to preserve, provide and improve recreational amenity and open space and green networks.

4.5.7 Griffith Park Station to Glasnevin Station

4.5.7.1 Proposed Works

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

4.5.7.2 Zoning

This part of the alignment is within the functional area of DCC and is zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028, as follows:

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

4.5.7.3 Map-Based and Other Objectives

The alignment passes under a 'Site of Archaeological Interest' (Site 018.010), as identified in the current DCDP 2016-2022 and the Draft DCDP 2022-2028.

The alignment passes under an Architectural Conservation Area.

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

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

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

4.5.7.4 Local Area Plans/Masterplans

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

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

4.5.7.5 Planning History

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

4.5.7.6 Project Response

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

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

4.5.8 Glasnevin Station and Associated Works

4.5.8.1 Proposed Works

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

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

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

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

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

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

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

4.5.8.2 Zoning

Glasnevin Station is within the functional area of DCC and is zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028, as follows:

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

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

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

4.5.8.3 Map-Based and Other Objectives

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

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

Objective MT07 of the DCDP states the following *'It is an objective of Dublin City Council to promote and seek the development of a new commuter rail station at Cross Guns serving the existing rail line infrastructure. Such a provision may be a stand-alone facility or form part of a larger mixed use development.'*

Objective SMTO14 of the Draft DCDP states the following *"It is an objective of Dublin City Council (i) To promote and seek the development of a new commuter rail station at Cross Guns serving the existing rail line infrastructure, preferably as part of a larger mixed use development."*

4.5.8.4 Local Area Plans/Masterplans

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

The primary focus of P-LEIP is the improvement of the public realm and those parts of the urban neighbourhood which are for use by everyone and includes streets, squares, parks, public buildings and accessible ground floor uses. The P-LEIP sets out a range of objectives, those considered most relevant to the Proposed Scheme are set out in Table 4.14 which may be impacted by the proposed Project.

Table 4.14: P-LEIP 2017-2022

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

4.5.8.5 Planning History

There are three extant planning permissions within the area of the Proposed Project permanent works as set out in Table 4.15: Griffith Station Permanent Works Planning Permissions Each of these related to the Brian Boru pub, which is to be demolished as part of the works.

Table 4.15: Griffith Station Permanent Works Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
4290/19	A single storey extension 25sqm to existing store at side and rear of Brian Boru Public House.	24-10-2019	29-01-2020	No	GRANT
4062/19	Retention permission is sought for a retractable canvas roof and ancillary site works at Brian Boru pub	24-09-2019	18-11-2019	No	GRANT RETENTION PERMISSION
3088/18	Planning permission sought for enclosure of porch area, attic conversion with dormer to rear, roof lights to front and gable window.	23-05-2018	23-08-2018	No	GRANT PERMISSION

There is one planning permission affected by the construction works associated with the proposed Project as set out in Table 4.16 below.

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
ABP ref TA29N.309345	Strategic Housing Development Application for 205 no. Build to Rent	02-02-2021	20-05-2021	No	GRANT PERMISSION

	apartments and associated site works at 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7 (www.crossgunsshd.ie)				

Table 4.16:Griffith Station Construction Works Planning Permissions

The planning permission comprises an apartment scheme south of the Royal Canal accessed from Shandon Court.

Construction works for the proposed Project will require a temporary bridge crossing of the Royal Canal via Shandon Park and Coke Oven Cottages for local access to residents. This temporary bridge will be accessed through the site of the planning permission. The access route is proposed to pass through the public open space of the development. The access does not affect the apartment structures themselves.

The planning permission cannot be completed in full until such time as the proposed Project is complete. On completion of the proposed works, the access route will be reinstated in line with the permitted apartment development.

4.5.8.6 Project Response

The development of a Metro Station at this site is an intensification and expansion of the existing railway use on the site. The proposed Project will encourage a strengthening of the northern inner suburbs and lead to further regeneration of the area, led by its better connectivity from across the Metropolitan Area of Dublin.

The proposed station comprises an essential element of the project, providing interchange across three strategic projects of regional importance in providing a connected city. The site provides the location with the closest connection between the Kildare and Maynooth lines, allowing connectivity on a single site with established rail use. To deliver the infrastructure to allow integration across the railway requires acquisition of additional property.

As shown in Section 3.6.2.1 above, a station is Permissible on these lands, and will directly deliver objective MT07 of the DCDP and SMTO14 of the Draft DCDP.

Therefore, the proposed Project is considered to be in compliance with the land use zonings of the DCDP 2016-2022 which specifically support the implementation of the proposed Project. It also complies with the objectives of the P-LEIP.

4.5.9 Glasnevin Station to Mater Station

4.5.9.1 Proposed Works

The alignment between Glasnevin Station and Mater Station is in tunnel aligned in a south easterly direction to Mater Station. No above ground elements are proposed on this section of the alignment.

4.5.9.2 Zoning

This section of the alignment is in the functional area of DCC and passes under areas zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028 as follows:

- Z3 - 'To provide for and improve neighbourhood facilities';
- Z11 - 'To protect and improve canal, coastal and river amenities';
- Z1 - 'To protect, provide and improve residential amenities';
- Z2 - 'To protect and/or improve the amenities of residential conservation areas';
- Z4 - 'To provide for and improve mixed-service facilities'; and
- Z9 - 'To preserve, provide and improve recreational amenity and open space and green networks'.

The Draft DCDP 2022-2028 makes minor amendments from the current adopted plan in respect of the zoning objectives affected by the proposed Project. Whilst the description of zoning objective 'Z4 District Centres' has changed to 'Z4 - Key Urban Villages / Urban Villages', the principles of the zoning objective have not changed. Any development proposals in Z4 lands should serve the needs of the surrounding catchment through the provision of a

wide range of retail, commercial, cultural, social and community functions and residential uses that are well served by public transport.

4.5.9.3 Map-Based and Other Objectives

- Both the Royal Canal and Berkeley Road are identified as a 'Conservation Area' in the DCDP'
- The alignment is in proximity to a number of Protected Structures in Phibsborough; and
- Phibsborough is identified as a Key District Centre (KDC) in the DCDP (renamed a Key Urban Village (KUV) in the Draft DCDP).

The alignment passes under an Architectural Conservation Area (ACA) at the North Circular Road.

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

- Botanic Road R108 (3);
- Royal Canal Greenway (N2); and
- North Circular Road (C8).

4.5.9.4 Local Area Plans/Masterplans

The alignment does not pass under any area subject to a LAP or a Masterplan.

4.5.9.5 Planning History

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

4.5.9.6 Project Response

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

4.5.10 Mater Station

4.5.10.1 Proposed Works

Mater Station will be located beneath the Four Masters Park, with the R135 Berkley Road adjoining the west side of the park and Eccles Street lying on the north side of the park. There will be 70 bicycle spaces provided at this station.

The Mater Station urban realm will result in realignment of the Four Masters Memorial, rearranging the footpath to provide enough pedestrian space for the main entrance, reinstatement with enhanced planting of the Four Masters Park and its existing railing and replacement of existing trees.

It is proposed to create a shared surface plaza to Eccles Street. In addition, there will be temporary construction compounds and associated utility diversions related work.

4.5.10.2 Zoning

Mater Station is within the functional area of DCC and is zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028 as follows:

- Z9 – 'To preserve, provide and improve recreational amenity and open space and green networks.'; and
- Z2 – 'To protect and/or improve the amenities of residential conservation areas.'.

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

4.5.10.3 Map-Based and Other Objectives

Mater Station is located within an area identified as a 'Conservation Area' in the current DCDP 2016-2022 and the Draft DCDP 2022-2028.

The proposed Project works at Mater Station will directly affect a number of Protected Structures. The station will lie under the Four Masters Memorial Park, identified as a protected structure for its '*Railings, gates and plinth walls enclosing park at the corner of Eccles Street;* incudes *Celtic cross commemorating the Four Masters'* (RPS 737). The proposed works also affect lands within the curtilage of Saint Joseph's Carmelite Church (RPS-736). The works are also in close proximity to the Mater Hospital which is protected for its '*original stone buildings*' (RPS 2437).

4.5.10.4 Local Area Plans/Masterplans

The proposed station does not lie in an area subject to a LAP or Masterplan.

The alignment passes under the area that is subject to the Phibsborough Local Environmental Improvements Plan (P-LEIP) 2017 – 2022. The P-LEIP includes the following objective in relation to the proposed station site:

"Open up Berkley Road Park (part of the Mater Hospital) to the public, with seating and landscaping improvements"

4.5.10.5 Planning History

There is one planning permission within the station site as shown in Table 4.17. This planning permission has been carried out. The bus shelter will be removed as part of the works.

Table 4.17: Permanent Works Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3801/19	Replace the existing internal advertising paper panel with a digital display unit.	16-08-2019	10-10-2019	No	GRANT PERMISSION

4.5.10.6 Project Response

As shown in Section 3.6.2.1 above, the station and ancillary elements, as a Public Service Installation is Permissible on lands zoned Z9 on the condition that it *"would not be detrimental to the amenity of Z9 zoned lands."*

Chapter 27 (The Landscape) of the EIAR considers the landscape and visual impact of the project.

On completion of the station box, the surface features would be substantially reinstated as per the Project Description outlined above. The Park and its public realm surroundings will have been updated and improved, particularly in respect of the shared space to the front of the original hospital building, the refinement of the Park layout and the tree and plant species selection. The tree planting will however be relatively immature and will not enclose the Park or contribute much to the definition of the two adjoining streets for at least a period of approximately 7-10 years. Overall, the potential effects on the landscape during the Operational Phase will, in the longer term be moderate and positive. Upon completion of the proposed Project, the visual amenity of the area will be largely restored, much to its existing condition though with some minor improvements. Over the initial period after completion of the construction, the maturity and ambience created by the existing trees cannot be matched. However, as the new trees mature, this too will return. Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will, in the longer term be significant and positive.

As a result, it is considered that the works *"would not be detrimental to the amenity of Z9 zoned lands"* and would therefore be compliant with the Z9 zoning objective.

The objective in the Phibsborough Local Environment Improvements Plan (P-LEIP) to *"Open up Berkley Road Park (part of the Mater Hospital) to the public, with seating and landscaping improvements"* will be delivered as part of the proposed Project.

As set out in in Chapter 25 (Archaeology & Cultural Heritage) of the EIAR, the impact after mitigation on the Four Masters Park will be significant, while the impact on the Cross, Railings, gates and plinth walls at Four Masters Park will be moderate. The impact on St. Joseph's Church will be slight.

4.5.11 Mater Station to O'Connell Street Station

4.5.11.1 Proposed Works

The alignment between Mater Station and O'Connell Street Station will be in tunnel aligned in a southerly direction. No above ground elements are proposed on this section of the alignment.

4.5.11.2 Zoning

This section of the alignment is in the functional area of DCC and passes under areas zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028 as follows:

- Z2 - *'To protect and/ or improve the amenities of residential conservation areas'*;
- Z1 - *'To protect, provide and improve residential amenities';*
- Z8 - *'To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective';*
- Z4 - *'To provide for and improve mixed-services facilities';*
- Z9 - *'To preserve, provide and improve recreational amenity and open space and green networks'*; and
- Z5 - *'To consolidate and facilitate the development of the central area, and to identify, reinforce strengthen and protect its civic design character and dignity'.*

The affected zonings in the Draft DCDP 2022-2028 are unchanged from the current adopted plan, although zoning objective Z4 District Centres' changes to 'Z4 - Key Urban Villages / Urban Villages'.

4.5.11.3 Map-Based and Other Objectives

The alignment passes under distinct lands identified as a 'Conservation Area' in the DCDP in the current DCDP 2016-2022 and the Draft DCDP 2022-2028, at the Mater and in the North Georgian Core.

The alignment passes under a Site of Archaeological Interest (SAI) at North Frederick Street.

The alignment passes under an Architectural Conservation Area at O'Connell Street.

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

- Nelson Street (Feeder);
- Dorset Street (2A);
- Parnell Street (4); and
- Frederick Street North (3).

4.5.11.4 Local Area Plans/Masterplans

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

O'Connell Street and Environs is subject to the Special Planning Control Scheme for the O'Connell Street Architectural Conservation Area (SPCS).

4.5.11.5 Planning History

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

4.5.11.6 Project Response

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

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

4.5.12 O'Connell Street Station

4.5.12.1 Proposed Works

O'Connell Street Station is located on the site of the proposed Dublin Central CP Ltd development known as Dublin Central Site 2. The site is bordered by O'Connell Street Upper to the east, Moore Lane to the west, Henry Place to the south and Central Site 1 to the north.

The underground station will lie under 43-58 O'Connell Street Upper, of these, Nos 43-45, 50-54 (including the old Carlton Cinema at Nos 52-54), and 54-58 are protected.

For each building above the O'Connell Street station, the protection stated in the Record of Protected Structures is limited to the upper floor façade.

At the street level, the main entrance is located behind the protected facades of Nos. 43 and 44 O'Connell Street. A second entrance is located on Moore Lane.

A third-party developer intends to construct a mixed used scheme overhead. Allowance has also been made for the possibility that the developer may not progress with the proposed mixed-use development in advance of MetroLink. To provide for this scenario TII has worked closely with Dublin Central GP Ltd to ensure that the design for that scheme allows for the construction of an independent support structure to enable the station box construction and fit out to be carried out during or after the Dublin Central GP works have been completed.

4.5.12.2 Zoning

O'Connell Street Station is within the functional area of DCC and is zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028 as follows:

- Z5- *'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity'.*

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

4.5.12.3 Map-Based and Other Objectives

The proposed station lies within an area identified as a Conservation Area in the current DCDP 2016-2022 and the Draft DCDP 2022-2028.

The site lies within a Zone of Archaeological Interest.

The site is within an Architectural Conservation Area and the Special Planning Control Scheme for the O'Connell Street ACA (SPCS).

The following Protected Structures are in the proposed O Connell Street Station works areas.

- Commercial premises: upper floor façade RPS-6023 (43 O'Connell Street Upper);
- Commercial premises: upper floor façade RPS-6024 (44 O'Connell Street Upper);
- Former Carlton Cinema: upper floor façade RPS-6025 (52-54 O'Connell Street Upper);
- Commercial premises: upper floor façade RPS-6026 (57 O'Connell Street Upper);

- Commercial premises: upper floor façade RPS-6027 (58 O'Connell Street Upper); and
- Commercial premises: upper floor façade RPS-6028 (60 O'Connell Street Upper).

The development is in close proximity to a National Monument at Moore Street.

4.5.12.4 Local Area Plans/Masterplans

The proposed station does not lie in an area subject to a LAP or Masterplan.

The O'Connell Street Architectural Conservation Area Plan 2001 sets requirements for the conserving and enhancing the aspects of the character that defines the area's special architectural character, allow the management of change to protected structures, and establish controls over alterations and demolition of structures that do not have a formal protection. The SPCS requires all development within the plan area to comply with design and use objectives.

4.5.12.5 Planning History

There are three live planning appeals at the O'Connell Street Station site as shown in Table 4.18.

Each of these planning applications relate the development of the 'Dublin Central' lands under which the proposed O'Connell Street Station will be constructed. The proposal for the over-site development is integrated with the MetroLink underground station.

Table 4.18: Permanent Works Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
DCC Ref. 2863/21 ABP Ref. 312603	The proposed development comprises: - A mixed-use scheme in a single building (c. 6,478 sq. m gross floor area) ranging in height from 2 - 6 storeys (top floor set back) over single storey localised basement. The building includes office space (c. 5,753 sq. m) from 1st to 5th floor with office lobby at ground floor level, with 3no. terraces at 2nd, 3rd and 5th floor respectively (c. 401 sq. m in total) and 3no. licenced restaurant / café units with takeaway / collection facility at ground floor (Unit 1 on Moore Lane, O'Rahilly Parade and the proposed new public plaza - c. 228 sq. m, Unit 2 on the proposed new public plaza - c. 271 sq. m and Unit 3 on Moore Street, O'Rahilly Parade and the proposed new public plaza - c. 179 sq. m), together with provision of a 'delivery hub' unit at ground floor level (c. 46 sq. m). All associated and ancillary site development, demolition, landscaping, site infrastructure and temporary works	09-11-2021	23-06-2022	Yes	On Appeal
DCC Ref. 2862/21 ABP Ref. 312642	The proposed development comprises a mixed-use scheme (c. 3,290 sq. m gross floor area) in 2no. parts located north and south of the Nos. 14 - 17 Moore Street (a National Monument / Protected Structures) ranging in height from 1 - 3 storeys	09-11-2021	12-01-2022	Yes	On Appeal

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	including retained independent single storey basements comprising 15no. apartment units (c. 1,454 sq. m gfa), café / restaurant use (c. 864 sq. m gfa), retail use (c. 617 sq. m gfa), cultural use (c. 60 sq. m gfa) and office use (c. 295 sq. m gfa).				
DCC Ref. 2861/21 ABP Ref. 313947	The proposed blocks comprise: - Block 3A (Eastern Block) (c. 7,806.3 sq. m gfa), fronting Henry Street, Henry Place and the new passageway, with modulating building height at 4, 5, 7 and 9 storeys, over single storey basement. Block 3A accommodates: - A hotel (c. 7,175.3 sq. m gfa) with 150no. bedrooms from 1st to 7th floor and ancillary facilities at ground floor and basement, including: hotel reception addressing Henry Place; 1no. licensed hotel restaurant / cafe with takeaway / collection facility (c. 138.1 sq. m) at ground floor on the new passageway and Henry Place; and, 1no. licensed hotel restaurant / cafe with takeaway / collection facility (c. 194.2 sq. m) and 2no. associated external terraces (c. 38.8 sq. m in total) at 8th floor of the proposed hotel; 1no. retail unit for use as a 'shop' or 'licensed restaurant / café unit with takeaway / collection facility' (Unit 1 – c. 127.2 sq. m) at ground floor on the new Passageway; 1no. retail unit for use as a 'shop' (Unit 2 – c. 326.5 sq. m) at basement, ground floor and first floor level on the new passageway and Henry Street; Block 3B (Western Block) (c. 8,036.1 sq. m gfa), fronting Henry Street, Moore Street, Henry Place and the new passageway, with modulating building height at 1, 3, 5, 6 and 7 storeys, with top storey set back, over single storey basement. Block 3B accommodates: - 79no. 'Build-to-Rent' apartment units (c. 6,451.5 sq. m gfa), including 14no. 1-bed studios, 56no. 1-bed apartments and 9no. 2-bed apartments from 1st to 5th floor, with access from residents' lobby at ground floor on Henry Place;	09-11-2021	12-01-2022	Yes	On Appeal

4.5.12.6 Project Response

The station box is proposed to be located on lands zoned Z5 with the objective *"To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity. The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development".*

The station has been designed so that it is integrated with the proposed redevelopment of this site by a third party so the O'Connell Street Station will remain structurally independent from the over-site development. The entrances/exits to the station will be integrated into the existing façades. The proposed development, therefore, facilitates the comprehensive above ground development of the site for further city-centre, mixed use development, allowing the objective of these city centre Z5 zoned lands to be delivered.

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

As set out in Chapter 25 (Archaeology & Cultural Heritage) of the EIAR, the impact after mitigation on each of the Protected Structures within the area of the proposed works will be 'very significant', other than for 60 O'Connell Street which will have a slight impact.

4.5.13 O'Connell Street Station to Tara Station

4.5.13.1 Proposed Works

The alignment between O'Connell Street Station and Tara Station will be in tunnel aligned in a south easterly direction. No above ground elements are proposed on this section of the alignment.

4.5.13.2 Zoning

This section of the alignment is within the functional area of DCC and is zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028 as follows:

- Z5 - 'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity'; and
- Z11 - 'to protect and improve canal, coastal and river amenities'.

4.5.13.3 Map-Based and Other Objectives

The alignment passes under lands identified as an Architectural Conservation Area.

The area along the river Liffey is identified as a 'Conservation Area' in the DCDP in the current DCDP 2016-2022 and the Draft DCDP 2022-2028.

The alignment passes through a Zone of Archaeological Interest.

The alignment passes below the vicinity of a number of protected structures.

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

- Eden Quay R105 (5); and
- South Core City Centre Zone (Tara Street to St. Stephens Green).

4.5.13.4 Local Area Plans/Masterplans

The alignment passes under lands subject to the George's Quay LAP 2012 (DCC, 2012). The overall strategy for the George's Quay LAP is: *'to support and facilitate the development of a strong character area, consolidating the area as a major employment hub benefitting from excellent public transport connectivity'*. George's Quay LAP is focused on increasing street activity by encouraging new mixed use development, with active street frontages, improved public realm and attractive pedestrian and cycle linkages in order to create a "great place to visit, work and live.

The alignment also passes under lands within the O'Connell Street Area of Special Planning Control.

4.5.13.5 Planning History

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

4.5.13.6 Project Response

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

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

4.5.14 Tara Station

4.5.14.1 Proposed Works

Tara Station is located to the south of the River Liffey within a triangle created by Tara Street, Townsend Street and the curved Dart line linking Connolly and Pease Stations which is elevated on a brick arch structure at this point.

Tara Station will be located alongside the DART railway line, aligned in a north-west to south-east direction. The station box is constrained by Poolbeg and Townsend Street and has been designed to fit into this space. The north-west end of the station box lies between the junction of Tara Street and Poolbeg Street, the alignment crosses Luke Street, and the south-east end is confined by Townsend Street.

Tara Station will act as a multi-modal interchange station between Metrolink and DART railway line. The main point of interchange between the two stations will be via the southern entrance to Tara Station.

Tara Station is designed as an underground cut and cover station, which will require the demolition of existing built structures over the alignment, comprising an office building Ashford House on Tara Street, a four-storey office building on Poolbeg Street, residential properties at 22 Luke Street and Nos. 24 and 26-32 on Townsend Street, and the Markievicz Leisure Centre including College Gate Apartments. TII will replace the leisure centre at another site.

As part of the proposed Project, the public realm at ground level will be modified, with the creation of a new pedestrianised street linking Townsend Street, Luke Street and Poolbeg Street along the alignment of the metro. The area above the station is to become an open plaza with green space, including several skylights to let natural light into the mezzanine level. There will be 256 cycle spaces at Tara Station

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

4.5.14.2 Zoning

Tara Station is within the functional area of DCC and is zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028 as follows;

- Z5 - *'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity'.*

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

4.5.14.3 Map-Based and Other Objectives

The proposed Station lies within a Zone of Archaeological Interest.

The site is within an Architectural Conservation Area.

There are no Protected Structures on the site.

4.5.14.4 Local Area Plans/Masterplans

The station site lies within the area of the Georges Quay Local Area Plan 2012. The proposed Project will be within the LAP area from George's Quay to Townsend Street. The LAP area has capacity to facilitate significant new employment centres and the proposed Project will increase accessibility to locations for high quality new offices, mixed use and innovation space in the heart of Dublin City Centre, attracting new economic activity and headquarter facilities. The objectives of the plan relevant to the proposed Project are set out in Table 4.19.

Table 4.19: Georges Quay LAP 2012

Section	Paragraph / Policy / Objective	Project Response
Part 1, p38	Georges Quay LAP 2012 Part 1 Movement & Access Objectives ▪ *To implement short term measures to improve pedestrian crossing facilities to Tara Station at the junction of Tara Street and Burgh Quay as indicated on Figure 16. The overall strategic function of Tara Street and other strategic routes will be reviewed following the implementation of Transport 21 projects for the city;* ▪ *To promote the development of a new pedestrian street between College Green and Tara Station as schematically indicated on Figure 16. This route will be realised through any future redevelopment of the 'Hawkins House' area and will improve accessibility to the station; and* ▪ *To require minimum footpath widths of 5.5 metres to Tara Street to provide for an improved public realm and enhanced pedestrian circulation at Tara Station.'*	The proposed Project facilitates the delivery of these objectives of the LAP. The project has provided a station entrance along the northern side of the plaza, which will link to the pedestrian street proposed between College Green and Tara Street, which passes through the 'Hawkins House' site, currently under construction.
Part 1, p45	▪ *To support the continuing role of the Georges Quay area as an active mixed housing community, through provision of high quality new residential development and to value the social housing heritage of the area.*	Chapter 11 (Population & Land Use) of the EIAR states the *'proposed Project provides the demolition of a building to facilitate works. There will also be inconveniences and disturbance activities and services at a localised level. The impact on Land Use is considered a negative, slight, and medium term. The loss of property entails that the impact on population is considered to be negative, slight, and medium-term.'*
Part 2, p71	Tara Station site functions as an important gateway and destination in the city centre. The following objectives are provided for in the LAP: ▪ *To provide a public plaza that coherently integrates public and private lands as part of an improved station concourse and responds to existing and future desire lines including a new pedestrian route through the 'Hawkins House site;* ▪ *To provide for a taller landmark building with a large commercial space comprising of one or two towers at the upper levels;* ▪ *To require minimum footpath widths of 5.5 metres to Tara Street and 3 metres to Poolbeg Street to provide for an improved public realm and enhanced pedestrian circulation at Tara Street Station; and* ▪ *The newly designed rail station and plaza shall incorporate a Bicycle Parking Station to encourage sustainable commuting.'*	The proposed Project facilitates the delivery of the objectives of the LAP. It directly delivers a public plaza within the development boundary and connecting to Tara Street where it will connect to the Hawkins House site (currently under construction).

The movement theme from the Georges Quay LAP focuses on enabling an integrated transport network and encouraging the provision of greater choice of transport - to increase the opportunities to live and work close to transport hubs and corridors.

4.5.14.5 Planning History

There are three extant planning permissions within the area of the Proposed Project permanent works as set out in Table 4.20. Each relates to a single office and hotel development site immediately north of the works area for the proposed Tara Station to be delivered as part of the proposed Project, to the west of Tara Street Dart station. The proposed Project boundary crosses the boundary of the development site but does not affect the area where works are to be constructed.

Table 4.20: Permanent Works Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
4054/19	Amendments to previously permitted development, Reg. Ref. 3794/18 / ABP Ref.302980 - Internal reconfiguration to provide for 1 no. additional hotel floor and a mezzanine level within the permitted building envelope, and associated works.	23-09-2019	07-01-2020	No	GRANT
4494/19	The development will consist of the upgrading and installation of 13 number new wayfinding information signs	20-11-2019	22-01-2020	No	GRANT PERMISSION
3794/18 ABP ref: PL29S.302980	Construction of a new 22 storey landmark office and hotel development with a rooftop restaurant over 2 no. levels of basement accommodation	24-08-2018	02/04/2019	Yes	GRANT PERMISSION on appeal

4.5.14.6 Project Response

The station box is proposed to be located on lands zoned Z5 with the objective *"To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity. The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development".*

Tara Station is a key point of interchange between the proposed Project and the Dart and suburban rail network. To identify the most appropriate location for this station a comprehensive Site Selection process was carried out. and identified the proposed site as the preferred location for a station. However, this required the demolition of the residential and recreational facilities. Alternative options for the station would either delivered poor connections to the Dart, be limited by major infrastructural constraints, create unacceptable effects on rail alignment or have unacceptable environmental impacts. Further details are set out in Chapter 7 (Consideration of Alternatives) of the EIAR.

The construction of the station at this location will add to the accessibility of the city centre to public transport users and as a result, increase its attractiveness as a location for intensive, mixed-use development.

The station directly delivers a public plaza over the station box, introducing attractive public space into a part of the city where there is a relative shortage of such congregation space. The proposed Project delivers an internal street network to support the development of the adjacent blocks of land cleared and made available by the demolitions needed to allow the station to be constructed. The station box does not restrict the potential of these development sites to deliver high intensity city centre, mixed use development, in line with the zoning objective.

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

4.5.15 Tara Station to St. Stephens Green Station

4.5.15.1 Proposed Works

The alignment between Tara Station and St. Stephens Green Station will be in tunnel aligned in a southerly direction. No above ground elements are proposed on this section of the alignment.

4.5.15.2 Zoning

The alignment is within the functional area of DCC and is zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028, as follows:

- Z5 - *'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity';*
- Z8 – *'To protect the existing architectural civic design character, and to allow only for limited expansion consistent with the conservation objective'; and*
- Z9 – *'To preserve, provide and improve recreational amenity and open space and green networks'.*

4.5.15.3 Map-Based and Other Objectives

The alignment passes under and in the vicinity of a number of protected structures.

The alignment passes under an Area of Archaeological Potential and a Zone of Archaeological Interest.

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

- Trinity College (Feeder);
- Pearse Street (13E);
- Leinster Street (C2 East West Central Spine);
- St. Stephens Green R138 (Feeder); and
- St. Stephens Green R138 (C5 East to SW, Primary).

4.5.15.4 Local Area Plans/Masterplans

The tunnel alignment passes under the George's Quay LAP area.

4.5.15.5 Planning History

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

4.5.15.6 Project Response

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

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

4.5.16 St. Stephens Green Station

4.5.16.1 Proposed Works

St Stephen's Green station is to be located on the east side of St Stephen's Green park, lying partly under the boundary of the park, the pavement, and extending part way under the western side of St Stephen's Green East roadway.

The station will lie partly under the boundary of the park and the footpath outside of the park and will extend partly under the western side of St Stephens Green East roadway, to minimise the impact to both St Stephens Green East and the Park. A key objective of the urban realm design is to maintain as much of the park as possible. This is aided by placing the station box underground, partly under the park and partly under St Stephens Green East road, and ensuring sufficient depth of the overlying soils to allow planting of new trees. The planting over the station box will comprise a mix of trees and grass to merge with the existing character of the park. The existing railings and footpath finishes will be conserved and replaced on completion of construction.

The entrance to the station will be located at the northern end of the station box and offset from the north-eastern entrance to the park.

The Wolfe Tone monument will be relocated as part of the works and re-integrated within the park nearby. Hard landscaping works as part of the national monument will be surveyed, catalogued, lifted and stored until such a time as they can be reinstated. These include the following: granite paving, granite banding, granite kerbs, granite quadrants, granite bollards, heritage lighting, heritage railings, heritage metal work, and heritage gates, walls and pillars. Architectural features of the station will be integrated within the park and along its eastern fringe.

An existing cycle lane wraps around St Stephen's Green East, which will be maintained, and 82 cycle parking spaces will be provided alongside on the outer part of the pavement.

4.5.16.2 Zoning

St. Stephens Green station is within the functional area of DCC and is zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028 as follows;

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

The affected zonings in the Draft DCDP 2022-2028 are unchanged from the current adopted plan.

4.5.16.3 Map-Based and Other Objectives

St. Stephens Green is identified as a Conservation Area in the current DCDP 2016-2022 and the Draft DCDP 2022-2028.

There are two protected structures noted within the footprint of the station works area, as follows:

- Railings, gates and plinth walls of perimeter boundary on St. Stephens Green (RPS no. 7751); and
- Surrounding bollards and traditional-style lamp-posts (RPS no. 7752).

4.5.16.4 Local Area Plans/Masterplans

The station is not in a location subject to a LAP or Masterplan.

The St. Stephen's Green Park Conservation Management Plan 2015-2020. (SSGPCMP 2015-2020), prepared by OPW, is the document that directs its development of St. Stephen's Green.

- 'The purpose of the St. Stephen's Green Park Conservation Management Plan 2015-2020 is to provide guidelines, together with a set of specific actions, for the management of St. Stephen's Green for future generations while addressing the needs of the current generation within the context of a National Historic Park. It aims to balance the responsibility to protect, conserve and enhance the unique landscape, environment, ecology, wildlife, built heritage and views of St. Stephen's Green with active and creative policies to facilitate wider access and increased enjoyment, information, education and recreation for now and into the future'. (SSGPCMP 2015-2020, p11).
- 'The long-term vision for St. Stephen's Green combines its protection, conservation and, where appropriate, restoration as an important and unique historic landscape with the facilitation of appropriate access and use'. (SSGPCMP 2015-2020, p55).

4.5.16.5 Planning History

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

4.5.16.6 Project Response

As shown in Section 3.6.2.1 above, the station and ancillary elements, as a Public Service Installation is Permissible on lands zoned Z9 on the condition that it *"would not be detrimental to the amenity of Z9 zoned lands."*

Chapter 27 (The Landscape) of the EIAR considers the landscape and visual impact of the project.

The proposals for the Project aim to reinstate the existing landscape faithfully as far as is practicable within the constraints which are known to apply. It is feasible to do this, however, as has been set out above, it is not feasible to imbue the replacement planting with the level of maturity, the 'weight' or the 'volume' of the existing tree planting which needs to be removed. This aspect of this approach to restoration of the Park edge will take time. It may be acknowledged that the proposed works can apply a level of mitigation which would go some way to reinstating the disturbed part of 'the Green', however, beyond any potential for reinstatement, replacement or restoration, it would be difficult to offset impacts on the maturity and wholeness of this place. Overall, the predicted effects on the landscape during the Operational Phase will be very significant and negative.

Once the reinstatement works are completed the severe negative effects of construction will be partially moderated, however the edge of the park along the section of required works, will appear rather raw, small-scaled and immature, especially when directly compared with the remaining untouched sections. These contrasts will reduce over time, though it may take a significant period before they may be described as imperceptible.

Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will be very significant and negative.

As a result, it is considered that it cannot be ruled out that the works "*would not be detrimental to the amenity of Z9 zoned lands",* and therefore, the works are not considered to be fully consistent with the current zoning objective and therefore comprises a Material Contravention of the DCDP.

It is noted that the Draft DCDP includes the station works as Permissible uses on Z9 zoned lands.

Chapter 25 (Archaeology & Cultural Heritage) of the EIAR identifies Moderate negative residual impacts to the current setting of St Stephen's Green Park National Monument (ACH211). This is offset by an improvement to the current setting and appreciation of the Wolfe Tone monument, which is moderate positive in nature

Chapter 26 (Architectural Heritage) of the EIAR states that "*There will be no direct or indirect impacts on architectural heritage during Operational Phase in this section of the study area*"**.**

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

- **Location 1:** Proposed station location within the carriageway of St Stephen's Green East with the western extent of the proposed station in line with the western fenceline of St Stephen's Green park;
- **Location 2:** Proposed station location is further west than Location 1 with the western extent of the station box located 17m within the fenceline of St Stephen's Green park;
- **Location 3:** Proposed station location at the same north/south alignment as Location 1 and 2 but with the station box entirely within the extent of St Stephen's Green park;
- **Location 4:** Further north than the proposed station location 1, and within the carriageway of St Stephen's Green East with the western extent of the proposed station in line with the western fenceline of St Stephen's Green park;
- **Location 5:** Further north than the proposed station location 2 and further west than Location 4 with the western extent of the station box located 17m within the fenceline of St Stephen's Green park;
- **Location 6:** Further north than the proposed station location 3 and further west than Location 5 with the western extent of the station box located entirely within St Stephen's Green park; and
- **Location 7:** Located on Earlsfort Terrace.

MCA was carried out on each option. The MCA ruled out options that were fully out of the park (Station locations 1 and 4) because they performed poorly against a number of criteria as they resulted in the following impacts:

- Diversion of the Victorian sewer and Hume Street sewer and associated impacts resulting from a more extensive construction area and duration;
- The closure of St Stephen's Green East to public transport and traffic during the Construction Phase; and
- Direct impacts on buildings listed on the RPS on St Stephen's Green East.

Station locations further south (Station locations 1, 2,3 &7) that would require an intervention shaft were also ruled out as they would have potential for a significant impact on an additional site with associated environmental effects.

The preferred station location option (station location 5) was chosen as it significantly reduces the impact on St Stephen's Green Park when compared to options fully within the park (Option 6). This option also allows for traffic and public transport lanes on St Stephen's Green East to remain open during the construction phase and removes the need for a prolonged construction phase as an intervention shaft or significant utility diversions would not be required. Furthermore, the choice of station location allows for the long-term impacts of the station to be significantly mitigated by replanting trees and other vegetation, in addition to the reinstatement of existing elements of architectural heritage associated with the park i.e., park railings and monuments. In addition, high-quality design of station "pop-ups" would allow for the development of a high-quality urban environment in the north eastern corner of St Stephen's Green.

Further details on the Site Selection process are set out in Chapter 7 (Consideration of Alternatives)of the EIAR.

4.5.17 St. Stephens Green Station to Charlemont Station

4.5.17.1 Proposed Works

The alignment between St. Stephen's Green Station and Charlemont Station will be in tunnel aligned in a southerly direction. No above ground elements are proposed on this section of the alignment.

4.5.17.2 Zoning

This section of the alignment is within the functional area of DCC and is zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028, as follows:

- Z9 - *'To preserve, provide and improve recreational amenity and open space and green networks';*
- Z8 – *'To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective';*
- Z2 – *'To protect and/or improve the amenities of residential conservation areas';*
- Z6 – *'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation';*
- Z1 – *'To protect, provide and improve residential amenities'; and*
- Z11 – *'To protect and improve canal, coastal and river amenities'.*

4.5.17.3 Map-Based and Other Objectives

St. Stephen's Green, the South Georgian Core and the Grand Canal are designated as 'Conservation Areas' in the current DCDP 2016-2022 and the Draft DCDP 2022-2028.

The alignment passes under and in the vicinity of a significant number of protected structures. The proposed Station lies within a Zone of Archaeological Interest. From the proposed cycle network in the GDACNP the proposed route will pass under the following cycling routes:

- Earlsfort Terrace (C5 East to SW, Secondary);
- Adelaide Road (C7);
- Grand Canal (Grand Canal Greenway); and
- Grand Canal (SO1/N10 and SO1A).

4.5.17.4 Local Area Plans/Masterplans

The alignment does not pass under any area subject to a LAP or Masterplan.

4.5.17.5 Planning History

No planning applications are affected by the tunnel alignment between St. Stephen's Green Station and Charlemont.

4.5.17.6 Project Response

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

consistent with the zoning objectives for the lands overhead in the DCDP, Draft DCDP and the LAP. As shown in Section 3.6.2.1 above, the proposed works are Permissible on these lands.

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

4.5.18 Charlemont Station

4.5.18.1 Proposed Works

Charlemont Station will be built in the area south of the Grand Canal and Grand Parade, east of the elevated section of the Luas Green Line at the Charlemont stop, west of the rear of the houses in Dartmouth Square, and north of Dartmouth Road.

Charlemont is an underground cut and cover station with two public access points, located beside and integrated with an adjacent development (currently under construction). It has surface connectivity to the Luas Green Line along Grand Parade and has two entrance/exits from the station, one onto Grand Parade and one onto Dartmouth Road. The Grand Parade exit provides connectivity to the Luas stop with additional path width provided between the two modes of transport.

Provision has been made for 162 cycle parking spaces, most of which will be provided around the southern entrance with the remainder integrated with the urban design along the internal road towards the northern entrance.

The internal road layout forming part of the new development and providing vehicle access to the basement of the new development will be reinstated following the construction of Charlemont station. In addition, there will be a temporary construction compound and associated utility diversions related work.

4.5.18.2 Zoning

This section of the alignment is within the functional area of DCC and is zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028 as follows:

- Z6 - *'to provide for the creation and protection of enterprise and facilitate opportunities for employment creation.';*
- Z1 - *'to protect, provide and improve residential amenities'; and*
- Z2 - *'to protect and/or improve the amenities of residential conservation areas.'.*

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

The affected zonings in the Draft DCDP 2022-2028 are unchanged from the current adopted plan.

4.5.18.3 Map-Based and Other Objectives

The station is within the curtilage of the Carroll's Building, which is a Protected Structure (RPS-3280). In addition, the houses on Dartmouth Square are each Protected Structures. Dartmouth Square is identified as an Architectural Conservation Area. The north of the site is identified as being within a Conservation Area in the DCDP. There is a map-based objective for a future bridge over the Grand Canal to the north of the proposed station.

4.5.18.4 Local Area Plans/Masterplans

The station is not located on lands that are subject to a LAP or Masterplan.

4.5.18.5 Planning History

There are a number of planning permissions extant for the lands as set out in Table 4.21 below. Planning permission was granted in April 2019 for Two Grand Parade including the refurbishment of Carroll's Building (an eight-storey office building), demolition of the warehouses at the rear, provision of offices and other works (Dublin City Council reference 2373/17, An Bord Pleanála reference PL29S.300873). Permission was granted in February 2020 for amendments to the previously approved proposal (Dublin City Council reference 4755/19). The permission includes a

condition requiring the developer to enter an agreement with Transport Infrastructure Ireland and the National Transportation Authority, *inter alia*, "to accommodate the potential development, construction and operation of a metro or light railway on, at or near the site of the approved development." Consequently, Charlemont Station will be integrated with the redevelopment of the Carroll's Building site.

Table 4.21: Permanent Works Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3505/20	PROTECTED STRUCTURE: Planning permission for development on a site comprising a laneway to the rear of numbers 1 to 17 Dartmouth Square West, Dublin 6. The laneway runs between Grand Parade, Dublin 6 and Dartmouth Road, Dublin 6. The application site forms part of the curtilage of numbers 1 to 17 Dartsmouth Square West, all of which are protected structures (RPS Ref. Nos. 2147 to 2163). The proposed development consists of the following: Light cleaning and consolidation of the existing walls of the laneway; resurfacing of the laneway and provision of lighting, paved surfaces and planting; reinstatement of cast-iron gates to the entrances to the laneway from Grand Parade and Dartmouth Road provision of replacement gates to the entrances to the rear gardens of numbers 1 to 17 Dartmouth Square West (including the reopening of a pre-existing entrance to number 17 Dartmouth Square West); all associated and ancillary works.	06-10-2020	12-01-2021	No	GRANT PERMISSION
3486/20 ABP ref: PL29S.309011	Amendment and extension of the office accommodation at fourth and fifth floor levels, resulting in additional office floor space at both levels (an increase of 114sq.m at fourth floor level, and 184sq.m at fifth floor level); - The extension of the southern stair core of the permitted office development to serve the fourth and fifth floor levels; - Associated amendments to the extent and layout of the permitted roof terraces at fourth and fifth floor levels, including reorientation of permitted rooftop plant; - Provision of an additional access / egress route at ground level to the south of the permitted office development; - The proposed amendments include an extension of the development	02-10-2020	31-01-2022	Yes	GRANT PERMISSION

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	boundary of permission Reg. Ref.: 2373/17 and An Bord Pleanala Reg. Ref.: ABP- 300873-18, as previously amended under Reg. Ref.: 4755/19 to accommodate the additional access / egress route at ground level. The proposed amendments result in an increase of 298sq.m to the gross floor area of the development, resulting in a total gross floor area of 14,926sq.m including basement.				
4755/19	Amendments to permitted development under Ref 2373/17, increasing GFA by 597sqm	19-12-2019	21-02-2020	No	GRANT PERMISSION
3594/18	PROTECTED STRUCTURE: The development will consist of works to a detached protected structure Construction of 1 no. contemporary dwelling and 4.3l/m new stone wall to the rear. All sewerage, drainage, landscape and ancillary works. (11 Cambridge Terrace)	11-01-2019	07-02-2019	No	GRANT PERMISSION
2373/17	Development will consist of refurbishment and alterations to the existing 8 storey Carroll's Building. Demolition of 3 no. existing warehouse / light industrial buildings, . Provision of a new part 3, part 4, part 5 and part 6 storey, over two levels of basement. The total floorspace of the development is 15,647sqm (2 Grand Parade)	13-12-2017	11-04-2019	Yes	GRANT PERMISSION

4.5.18.6 Project Response

The station box is proposed to be located on lands zoned Z5 with the objective "*To provide for the creation and protection of enterprise and facilitate opportunities for employment creation"*.

The station has been designed so that it is integrated with the proposed redevelopment of this site by a third party development, and as such, demonstrates that the proposed Project is consistent with the zoning objective.

The element of the proposed station within the Z2 zoning will affect below ground area only and will not compromise the land use objective for the lands overhead.

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

As set out in Chapter 25 (Archaeology & Cultural Heritage) of the EIAR, the impact post mitigation of the construction works to construct Charlemont Station at operation stage will be significant and moderate negative.

4.5.19 Charlemont Intervention Tunnel

4.5.19.1 Proposed Works

An intervention tunnel is required for emergency evacuation from the tunnel south of Charlemont Station This tunnel extension will also facilitate overnight stabling of trains in preparation for the following day's operations. The design

includes an adjacent intervention tunnel, parallel to the railway tunnel, connecting with the station so that staff can evacuate the railway tunnel south of the station in the event of an emergency. The TBM will be buried close to this location.

4.5.19.2 Zoning

This section of the alignment is in the functional area of DCC and passes under lands zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028 as follows:

- Z2 - *'to protect and/or improve the amenities of residential conservation areas.'*

4.5.19.3 Map-Based and Other Objectives

The alignment passes under a number of properties that are on the Record of Protected Structures.

4.5.19.4 Local Area Plans/Masterplans

The alignment does not pass under lands identified for a LAP or Masterplan.

4.5.19.5 Planning History

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

4.5.19.6 Project Response

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

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

5. EIAR Structure and Summary of Assessment

5.1 EIAR Structure and Summary of Assessment

The EIAR includes 31 chapters and is structured as set out below.

Table 5.1: EIAR Summary of Assessment

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Non-Technical Summary (NTS)	Summary of the EIAR in non-technical language.	N/A
Chapter 1 - Introduction	Introduction to the proposed Project and purpose of report	
Chapter 2 -Methodology used in Preparation of the EIAR	This EIAR will follow the 'Grouped Format Structure' as set out in the Guidelines on the Information to be contained in Environmental Impact Assessment Reports (EPA 2022). This means that the EIAR has been prepared in a format which examines each environmental topic as a separate section in the EIAR covering the existing environment, potential impacts, and mitigation measures for that particular environmental topic.	N/A
Chapter 3 – Background to the MetroLink Project	The Project Need Chapter outlines the need for the proposed Project in terms of the supporting statutory basis and its evolvement.	N/A
Chapter 4 – Description of the MetroLink Project	The Proposed Project Description Chapter describes in detail the scheme infrastructure, elements, and route.	N/A
Chapter 5 – MetroLink Construction Phase	The Construction Chapter describes the construction activities and methods that are associated with the proposed Project.	N/A
Chapter 6 – MetroLink Operations & Maintenance	The Operational Phase Chapter describes the operational philosophy, operational system and how common elements of the proposed Project will work.	N/A
Chapter 7 – Consideration of Alternatives	The Consideration of Alternatives Chapter describes the key reasonable alternatives considered in relevant policy and plan development and at all stages of the proposed Project development.	N/A
Chapter 8 – Consultation	The Consultation Chapter presents the stakeholder and public consultation undertaken to	Described in Section 5.4 below

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
	inform the development of the proposed Project.	
Chapter 9 – Traffic & Transport	The Traffic & Transport Chapter considers the potential traffic & transport impact associated with the Construction and Operational Phases of the proposed Project.	The assessment concludes that the impact during the Construction Phase will be negative and temporary in nature, and with the application of the proposed mitigation measures outlined in the outline CEMP, all Significant negative impacts in the Operational Phase will be reduced to Moderate or Slight negative. Overall, the proposed Project will provide a range of long-term positive impacts, from Slight to Profound. The Significant and Profound positive impacts will be on the public transport network, with vast improvements to public transport journey times, increases in the mode share held by public transport and improvements to interchange opportunities
Chapter 10 – Human Health	The Human Health Chapter considers the potential human health impacts associated with the Construction and Operational Phases of the proposed Project.	During the construction phase there will be temporary, but significant, adverse effects at certain locations. These are largely attributable to emissions from the construction process such as groundborne noise and vibration from the TBM, noise emissions and impact on air quality. Some sites will be significantly adversely affected for a period of time because of the sensitivity of the individuals there and the nature of the emissions. Perhaps the most significant effect will be groundborne noise and vibration attributable to the TBM and blasting. The psychiatric ward of the Mater Hospital is deemed as a particularly vulnerable location and there is the possibility that patients will have to be moved out of this ward for periods up to two weeks. This may also be the case for some residences along the line of the TBM but likely to be for a shorter duration. There will also be some psychological impacts particularly for those whose homes are to be acquired. There will be some negative impacts on amenity as some leisure facilities such as pitches and playing fields will be unavailable during the construction phase. There will be some degree of annoyance with changes to traffic routes and potential delays but this is minimised by having an appropriate management plan in place as has been outlined in the EIAR. During the Operational Phase there will be permanent and significant benefits in terms of human health including direct effects by improving the environment in Dublin City over the Do-Nothing scenario but also indirect effects such as facilitating exercise, reducing social inequalities and improving access to services. These benefits are ongoing and very significant. Having an efficient public transport system such as the proposed Project will bring benefits for physical and psychological human health directly and also indirectly

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		with a positive contribution for environmental emissions. Projects that have the potential to have environmental benefits, protect the population from public health dangers as well as support regeneration, reduce unemployment and improve socioeconomic circumstance, can contribute to improving the health and wellbeing of communities. Projects such as the proposed Project can have impacts on socio-economic development in a number of ways by making the area more attractive towards inward investment, they can increase the potential for tourism, or they could facilitate travelling for work in a sustainable manner. Improved socio-economic status is associated with improved health measures such as longevity. People who work longer live and enjoy better health than unemployed people. Overall, the residual impacts on human health terms are assessed as overwhelmingly positive.
Chapter 11 – Population & Land Use	The Population Chapter considers the potential population impact associated with the Construction and Operational Phases of the proposed Project.	Following the incorporation of mitigation and monitoring measures, the residual significant impacts on population and land use will be slight to moderate impacts on population and land use and medium term in relation to the duration of these impacts given the length of the construction period across the Study Area. No significant residual negative impacts are anticipated on the population and land use from the operation of the proposed Project, following the incorporation of the mitigation measures into the design of the proposed Project and implementation on an ongoing basis throughout the lifecycle. The residual effects that will arise during operation will be permanent and positive.
Chapter 12 – Electromagnetic Compatibility & Stray Current	The Electromagnetic Compatibility and Stray Current considers the potential impact on electromagnetic compatibility and stray current during the Construction Phase and Operational Phases of the proposed Project.	Following the implementation of mitigation measures the residual impacts of the Operational Phase will be reduced. Continued mitigation measures to minimise stray current and continued monitoring of the power system will be required. Periodic monitoring of nearby buried structures and pipes to indicate potential changes in the stray current environment will also be required.
Chapter 13 – Airborne Noise & Vibration	The Airborne Noise & Vibration Chapter considers the potential noise and vibration impacts associated with the Construction and Operational Phases of proposed Project.	Construction Phase noise models include for localised screening and enhanced hoarding around construction site boundaries. Localised screening has applied to breakers and drills and enclosures to compressors, generators, pumps and motors. The range of operational noise levels from each fixed source will be controlled in accordance with best practice guidance to control significant noise impacts. The residual impacts are negative, slight and long-term.

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		Residual rail noise impacts at Noise Sensitive Locations (NSLs) in proximity to the rail viaduct between the M50 Crossing and Northwood Station have been assessed during daytime periods including peak hours and at night-time and night-time peak hours and range, further details can be found in Chapter 13 Airborne Noise and Vibration. Residual noise impacts at the closest NSLs to the Dardistown Depot are negative, not significant and long-term.
Chapter 14 – Groundborne Noise & Vibration	The Groundborne Noise and Vibration Chapter assesses the likely direct and indirect significant effects of the proposed Project on groundborne noise and vibration.	During the Construction Phase, there will be effects during the passage of the TBM which, for residents, can be mitigated by an early stakeholder engagement programme and potentially temporary rehousing. The disturbance caused by temporary re-housing is itself a significant effect; All mechanical excavation required for the project will be undertaken within standard working hours. Exceedances of groundborne noise thresholds are predicted to be exceeded at Dartmouth Square West. Mitigation will involve advance public consultation and stakeholder engagement and control of working hours Test blasting will be carried out having regard to localised conditions and this will allow for more precise predictions of the vibration and air overpressure from blasting which will inform the blast design chosen to avoid significant effects. In any case where proximity of receptors or sensitivity of receptors is such that significant effects cannot be avoided due to blasting, then alternatives to blasting will be employed During the Operational Phase: ▪ There will be no residential significant effects with regard to groundborne noise on the basis of the assumed track support system and installation of enhanced track isolation systems including floating slab track in the vicinity of a small number of locations and highly sensitive receptors, and receptor-focussed mitigation for each item of highly sensitive equipment; and ▪ Where highly sensitive laboratory equipment occurs, it is likely to prove difficult to avoid exceeding manufacturers' specification for ambient vibration, receptor-specific mitigation will be required.
Chapter 15 - Biodiversity	The Biodiversity Chapter considers the potential biodiversity impact associated with the Construction and Operational Phases of the proposed Project.	The proposed Project will not result in any residual impact on any European site as the potential impact pathways connecting the proposed Project to these European sites are fully mitigated, as assessed in the NIS. the proposed Project will not result in a likely significant effect on any European site.

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		Mitigation measures will be implemented to ensure that the pNHA's and NHA will not be affected by the proposed Project during construction or operation. the proposed Project will not affect the integrity of, or result in a likely significant negative residual effect on, any NHAs or pNHA's. The proposed Project will not result in a likely significant negative residual effect on any rare and protected plant species at any geographic scale. Mitigation measures will be implemented (and monitored) to minimise the potential risk of the proposed Project affecting water quality in the receiving watercourses / waterbodies and severance / barrier of habitats during construction and operation which will ensure that there is not a likely significant negative residual effect on otter population at any geographic scale. Mitigation measures will be implemented (and monitored) prior to and during construction to minimise the risk of direct harm to bats during demolition and tree felling activities associated with the proposed Project, to provide alternative bat habitat (i.e. bat boxes) and to avoid any indirect impacts arising from light disturbance either during construction and/or operation of the proposed Project. As white-clawed crayfish is not present within the ZoI of the proposed Project, no impacts are predicted. no mitigation measures are required, and no residual impacts are predicted. Mitigation measures will be implemented during construction and operation to minimise the effects of habitat loss and habitat degradation on biodiversity. Despite these mitigation measures, the proposed Project will result in the permanent area loss of a number of habitats valued as being of Local Importance (Higher Value). Mitigation measures will be implemented during construction and operation to minimise the mortality risk and the effects of habitat loss and disturbance to breeding birds which will ensure that there is not a likely significant negative residual effect on any breeding bird population. Despite these mitigation measures, the proposed Project during construction will result in the permanent loss of yellowhammer territory (i.e., c. 61.37ha in suitable grassland and c. 4.17km in hedgerow and treeline habitat types) and as this potential impact is unmitigable, it will result in a significant negative residual effect on yellowhammer at a local geographic scale. Mitigation measures will be implemented (and monitored) to minimise the risk of the proposed Project impacting badgers, the amphibian populations,

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		reptiles or fish, and no likely significant residual effects will occur.
Chapter 16 – Air Quality	The Air Quality Chapter considers the potential air quality impact associated with the Construction and Operational Phases of the proposed Project.	With the dust minimisation measures implemented, fugitive emissions of dust from the Construction Phase of the proposed Project are not predicted to be significant and pose no nuisance to human health or ecological risk to nearby receptors. Thus, there will be no residual Construction Phase dust impacts. The air dispersion modelling assessment of Construction Phase traffic emissions found there are no substantial adverse effects predicted as a result of the Construction Phase of the proposed Project. There are two moderate beneficial impacts predicted due to the reduced traffic to the north of the Ballymun Road junction with Balbutcher Lane. The Construction Phase of the assessment identifies a generally negligible or beneficial impact on air quality in the vicinity of the proposed Project. Overall, it is considered that the residual effects with the EPA Guidelines (EPA 2017) and considering the potential impact of emissions from the proposed Project construction, the impacts are considered overall Neutral, Not Significant and Medium-Term. During the Operational Phase the air dispersion modelling assessment has found that in 2030 and 2045 all receptors will have ambient air quality in compliance with the ambient air quality standards for the Do Something (and Do Minimum) scenario. There are no slight, moderate or substantial adverse effects expected as a result of the Operational Phase of the proposed Project. Overall, it is considered that the residual effects with the EPA Guidelines (EPA 2017) and considering the potential impact of emissions from the Operational Phase of the proposed Project, the impacts are considered overall Neutral, Not Significant and Long-Term.
Chapter 17 - Climate	The Climate Chapter considers the potential climate impact associated with the Construction and Operational Phases of the proposed Project.	The proposed Project, following mitigation measures, will result in total construction phase GHG emissions of 1,119.4 kilotonnes CO_2eq over an 8-year period equivalent to an annualised total of 0.419% of Ireland's non-ETS 2030 emissions target. Over the predicted 60-year lifespan the annualised emissions due to the initial construction phase and ongoing maintenance of the proposed Project will reach at most 0.049% of Ireland's non-ETS 2030 emissions target. The predicted impact to climate during the construction phase is medium-term, negative and significant. During the Operational phase, there is a long-term, beneficial and significant residual effect to climate. While the capital carbon is significant (indicative of a major infrastructure tunnelling project), the proposed

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		Projects ability to transport people will be significant with opening year passenger demand estimated at 53,416,170 passengers boarding annually, rising to 91,318,389 passengers boarding annually by 2060. The proposed Project will be effective in encouraging the modal shift from private vehicles to MetroLink and is predicted to be a very large percentage decrease in greenhouse gas emissions on a per person basis.
Chapter 18 –Hydrology	The Hydrology Chapter considers the hydrology impact associated with the Construction and Operational Phases of the proposed Project.	The residual impacts are those that would occur after the mitigation measures, as presented in Section 18.6 above, have taken effect. The following is a summary of the residual impacts associated with the hydrological environment: ▪ There is no increased flood risk as a result of the Proposed Project. The significance of the residual impact on river and stream flow is considered as Imperceptible to Slight and of Permanent duration. ▪ No significant local impacts to river or stream morphology are expected. The significance of the residual impact on river morphology is considered to be Slight to Imperceptible and of Permanent duration. ▪ The significance of the residual impact in potential for accidental spillages is considered to be Imperceptible and of Permanent duration.
Chapter 19 – Hydrogeology	The Hydrogeology Chapter considers the potential impact hydrogeology associated with the Construction Phase and Operational Phase of the proposed Project.	▪ With the implementation of the proposed mitigation measures: - No significant local impacts to river or stream morphology are expected. The residual impact on river and stream morphology is considered as Imperceptible to Slight and of Permanent duration. - There is low potential for accidental spillages related to the Operational Phase as the proposed trains are electrically operated and maintenance depots and car parking areas will have oil/ petrol interceptors included in their design. The residual impact in this regard is considered to be Imperceptible and of Permanent duration. There are no protected wetlands/GWDTEs/SACs or SPAs within the area of influence of the proposed Project and the significance for hydrogeological aspects of receptors at risk during the Operational Phase is assessed as Imperceptible after mitigation. As such, there are no residual hydrogeological impacts to European sites.
Chapter 20 – Soils & Geology	The Soils and Geology Chapter considers the potential impact on Soils and Geology during the Construction Phase and Operational Phase of the proposed Project.	The loss of agricultural land as a result of the construction of the proposed Project is a permanent loss which will be addressed in the statutory compensation process. The proposed Project has been designed to minimise the land take so that only lands required for the proposed Project are acquired. Land acquired on a temporary basis during the Construction

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		Phase will be reinstated by agreement and returned to the landowner. During Operational Phase, the proposed Project will lead to little or no long-term loss or degradation of any existing undisturbed soil or subsoil. Where sections of track and other construction features such as the Estuary P&R and Dardistown Depot are present at the surface (primarily AZ1 and AZ3), the potential for surface water runoff to cause erosion of soil (including made ground and soils of Medium sensitivity) and sub-soil will be reduced by the installation of a trackside and surface water drainage system. Other features such as underground stations, intervention shafts and portals will also include drainage systems to manage surface water and reduce interactions with soils. With the use of drainage systems, the magnitude of impact on soils and superficial geology is considered to be negligible, resulting in an imperceptible significance of impact across the proposed Project. Settlement effects will occur over the short-term, with any effects expected during construction. Long-term effects are considered unlikely, and, as such operational impacts on the General Post Office, the Trinity College Museum Building, Oscar Wilde Statue and 51 St. Stephen's Green are considered to be negligible. Following implementation of the mitigation measures, potential impacts and risks are reduced to imperceptible or negligible for many of the aspects considered, with the remainder such as radon and water pollution (from stockpiles) assessed as low risk
Chapter 21 – Land Take	The Land Take Chapter considers the potential impact on Land take during the Construction Phase and Operational Phase of the proposed Project.	The most significant land take impacts are those associated with permanent acquisition. Although the compensation scheme for compulsory purchase will financially recompense land owners, it is recognised that the residual impact will remain Profound for many owners, particularly of residential properties. Where the permanent acquisition of sport facilities is required, alternative facilities will be provided by TII. This will reduce the residual impact from Profound to Significant. The mitigation measures will reduce the residual impact associated with temporary land take from Very Significant to Moderate or Slight.
Chapter 22 – Infrastructure & Utilities	The Infrastructure and Utilities Chapter considers the potential impact on infrastructure and utilities during the Construction Phase and Operational Phase of the proposed Project.	Where mitigation measures are put in place, the residual impact of the proposed Project on utilities is considered to be Neutral in effect. All impacted utilities will be reinstated in accordance with current standards and specifications for the relevant utility.

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		In the case of the railway infrastructure at Glasnevin, the residual impact of the proposed Project is considered to be Positive in effect. The new station development will provide an interface with the Iarnród Éireann MGWR (Western Commuter Line / Maynooth Line) and the GSWR (South-Western Commuter / Kildare line), with a new concourse area to connect all three railways together. The overall sequence of works at Glasnevin Station has been linked with planned Iarnród Éireann improvement works in the station area and to the west of the station. In relation to the Royal Canal at Glasnevin, the residual impact of the proposed Project is considered to be Neutral in effect. The canal retaining wall will be strengthened and the functioning of the canal will remain unchanged. Following completion of the Construction Phase, the Royal Canal towpath at Glasnevin will be fully reinstated on its existing alignment. In order to maintain the existing width along the towpath a permanent cantilever structure will be provided to carry the towpath over the proposed Iarnród Éireann platform serving the MGWR Down Line.
Chapter 23 – Agronomy	The Agronomy Chapter considers the potential impact on agronomy during the Construction Phase and Operational Phase of the proposed Project.	Approximately 76.1ha of land will be removed from 'agricultural' use during construction with approximately 26.7 ha permanently removed during the operation phase. At a county level, the total agricultural land acquired is 0.002% and equates to 0.000016% of agricultural land at a national level. There will be no impact of national or county significance as a result of the construction of the proposed Project. The residual impacts predicted to affect land holdings will be the same as the impacts experienced during the Operational Phase and range from imperceptible to moderate (not significant) for the landowners affected.
Chapter 24 – Resource & Waste Management	The Waste & Resources Chapter considers the potential waste & resources impact associated with the Construction and Operational Phases of the proposed Project.	The assessment has indicated that the construction of the proposed Project is likely to consume large quantities of materials and result in potential impacts on the environment and the generation of potentially large quantities of excavated material and C&D waste. Following the implementation of mitigation measures, potential impacts in relation to inert and non-hazardous and hazardous waste will be avoided, reduced or offset. The assessment of any environmental impacts and effects associated with materials and waste during maintenance or any large-scale future renewal or improvement works, will be undertaken by the

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		proposed Project future operator in accordance with all legal and other necessary requirements.
Chapter 25 – Archaeology & Cultural Heritage	The Archaeology & Cultural Heritage Chapter considers the potential archaeological & cultural heritage impact associated with the Construction and Operational Phases of the proposed Project.	Once all the mitigation measures have been implemented, it is predicted that there will be no significant residual impacts on archaeological and cultural heritage resources as a result of the construction and operation of the proposed Project.
Chapter 26 – Architectural Heritage	The Architectural Heritage Chapter considers the potential architectural heritage impact associated with the Construction and Operational Phases of the proposed Project.	Following mitigation, the majority of residual impacts would be imperceptible to moderate (not significant). The impact at the following locations will be significant or very significant for the duration of the Construction Phase; BH-36: Railway tunnel at Cross Guns, Disused railway bridge, BH-37: Prospect Lodge, BH-70: Four Masters Park, BH-276: 43 O'Connell Street Upper, BH-277: 44 O'Connell Street Upper, BH-278: 45 O'Connell Street Upper, BH-279: 52-54 O'Connell Street Upper, BH-280: 55-56 O'Connell Street Upper, BH-281: 57 O'Connell Street Upper, BH-282: 58 O'Connell Street Upper, BH-577: Carroll's Building, Grand Parade.
Chapter 27 – The Landscape	The Landscape Chapter considers the potential landscape (townscape) & visual impact associated with the Construction and Operational Phases of the proposed Project.	During construction the proposed Project is predicted to have significant or very significant negative short to medium term residual effects on the landscape at 11 Local Landscape Character Areas. During construction, significant or very significant negative short to medium term residual visual effects are predicted for 8 Local Landscape Character Areas. During operation, the proposed Project is predicted to have a significant negative permanent residual effect on the landscape of LLCA 22 St Stephen's Green Station and a very significant negative permanent residual effect on the landscape of LLCA 20 O'Connell Street Upper Station. The proposed Project is predicted to have a significant positive permanent residual effect on LLCA 04 Estuary Roundabout – Seatown Road Roundabout, LLCA 05 Seatown Road Roundabout – Malahide Road Roundabout, LLCA 15 Collins Avenue station, LLCA 18 Glasnevin Station and LLCA 21 Tara Station. The proposed Project is predicted to have significant negative permanent residual effects on views in LLCA 01 Estuary and LLCA 22 St Stephen's Green and a very significant negative permanent residual effects on views in LLCA 20 O'Connell Street Upper Station. There are also predicted to be significant, positive, permanent residual effects for LLCA 04 Estuary Roundabout – Seatown Road Roundabout, LLCA 05 Seatown Road Roundabout – Malahide Road

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		Roundabout, LLCA 18 Glasnevin Station and LLCA 19 Mater Hospital.
Chapter 28 – Risk of Major Accidents & Disasters	The Risk of Major Accidents and / or Disasters Chapter considers the potential significant adverse impacts on the environment during the Construction and Operational Phases of the proposed Project.	During the Construction phase, following mitigation, there are no remaining identified incidents or major accidents and / or disasters risk events that present a level of risk that would lead to significant impacts or environmental effects. During the Operational Phase, following the implementation of mitigation measures, there remains a risk of significant impacts associated with the proposed Project being vulnerable to infectious disease. In the event of an incident such as the Covid-19 pandemic, it is anticipated that all non-essential maintenance work and walkovers/inspections would be postponed. Services would be reduced, with reduced capacity and being used by essential workers only or as required by the Government. All guidance and direction provided by the relevant Department (i.e., Department of Health) would be followed and any required additional biosecurity measures or restrictions would be implemented. Overall, it can be considered that the risk of impacts from an infectious disease will be managed to be ALARP. As a result, it is considered that there will not be any likely significant environmental effects arising from the vulnerability of the proposed Project to Major Accidents and Natural Disasters.
Chapter 29 - Interactions Between the Various Environmental Aspects	This Chapter considers the potential interaction of impacts when two or more types of environmental impact associated with a proposed development arise at a particular location or act upon an environmental resource.	Many of the potential impacts arising from the potential interactions were identified at a very early stage in the design process and either avoided altogether through design measures or they were addressed through specific mitigation measures. This early identification process helped to identify and minimise the potential for significant interactions of impacts arising. The mitigation proposals for specific environmental aspects also help to mitigate the potential effects of impact interactions as far as practicable.
Chapter 30 – Cumulative Impacts of Interaction Between Other Projects and MetroLink	This Chapter considers the potential interaction of impacts when a proposed between the proposed Project and other proposed development.	With the implementation of the specified mitigation measures the majority of the identified potential negative cumulative impacts will be avoided or reduced to a level that is not considered a significant residual impact. In addition, there are also a number of Positive residual impacts which will occur as a result of the operation of the proposed Project in combination with the operation of other transport-related developments.
Chapter 31 – Summaries of the Route Wide Mitigation and Monitoring Proposed	The Summary of Mitigation Chapter summarises the mitigation measures recommended for each of the environmental topics examined within the EIAR.	N/A

5.2 Other Requirements

5.2.1 Appropriate Assessment and Natura Impact Statement

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

The NIS has examined and analysed, in light of the best scientific knowledge, with respect to those European sites within the Zone of Influence of the proposed Project, the potential impact sources and pathways, how these could impact on the European sites' qualifying interest habitats and qualifying interest/special conservation interest species and whether the predicted impacts would adversely affect the integrity of the European sites.

Avoidance, design requirements and mitigation measures are set out within the NIS and they ensure that any impacts on the conservation objectives of European sites will be avoided during the construction and operation of the proposed Project such that there will be no adverse effects on the integrity of these European sites.

It has been objectively concluded, following an examination, analysis and evaluation of the relevant information, including in particular the nature of the predicted impacts from the proposed Project and with the implementation of the mitigation measures proposed, that the proposed Project will not adversely affect (either directly or indirectly) the integrity of any European site, either alone or in combination with other plans or projects.

5.2.2 Water Framework Directive Assessment

In terms of the construction phase, this assessment has considered the current water status of all relevant water bodies, and potential impacts have been considered. With mitigation measures in place, it is concluded there will be no degradation of the current water body (chemically, ecological and quantity) or any impact on its potential to meet the requirements and/or objectives in the second RBMP 2018-2021 (River Basin Management Plan) and *draft* third RBMP 2022-2027.

There are no discharges of water during the construction phase to any open waterbody/ watercourse. There are appropriately designed mitigation and design measures which will be implemented during the construction phase to protect the hydrological environment. There is a potential of accidental discharges during the construction phase, however these are temporary short-lived events that will not impact on the water status of waterbodies long-term and as such will not impact on trends in water quality and over all status assessment.

There will be limited impact on the surrounding hydrological environment from the activity of dewatering, which will reduce for all excavations including retained cuts/ cut and cover section as the features become sealed including with bottom grouting at the deep station box excavations). Once the piling is complete, the extent (influence) of dewatering is very limited with the zone of influence being small. Therefore, the impact on the hydrology of the water body is negligible. Also, there is limited dewatering required for the northern section as the track and station are above ground structures. As such the Proposed Project will not have an impact on the quantitative aspects in consideration of water body status.

The Outline CEMP and project-specific CEMP which the works Contractor will develop will implement strict mitigation measures to ensure the protection of the hydrological environment during construction which will ensure that there will be no negative impact on the quantitative or qualitative or morphology of the nearby watercourses.

Overall, the potential effects on the WFD status to the waterbodies are considered *Neutral, Imperceptible to Not Significant and Temporary.*

In terms of the operation phase, this assessment has considered the current water status of all relevant water bodies, and potential impacts have been considered. With mitigation measures in place, it is concluded there will be no degradation of the current water body status (chemically, ecological and quantitative) or its potential to meet the requirements and/or objectives and measures in the second [current] RBMP 2018-2021 (River Basin Management Plan) and draft third RBMP 2022-2027. There are limited discharges of water during the operational phase to any open waterbody / watercourse and no long-term groundwater dewatering for the Project. The discharges will be adequately treated via SuDS measures, hydrobrake (or equivalent) and oil/water interceptor to ensure there is no long-term negative impact to the WFD water quality status of the receiving watercourse. The SuDS and proposed measures have been designed in detail with the ultimate aim of protecting the hydrological (& hydrogeological)

environment. The SuDS and project design measures will be maintained correctly as per specifications to ensure long-term/ on-going integrity of same.

There is no dewatering associated with the operational phase, hence there is no impact on the hydrological environment in terms of baseflow.

Furthermore, there is limited volume of chemicals and fuel storage for this development as the MetroLink is powered by electricity.

Overall, the potential effects on the water body status to the waterbodies through which the Proposed Project will operate are considered *Neutral, Imperceptible* to *Not Significant* and *Permanent*.

5.3 Consultation

In preparing the proposed Project, the Project Team has consulted with the public and stakeholders in accordance with the following legislative, best practice and planning practice requirements:

- Aarhus Convention;
- Consolidated EIA Directive requirements; and
- Requirements of National Law.

The following section summarises the key consultation stages. Full details of the consultation undertaken is set out in Chapter 8 (Consultation) of the EIAR.

5.3.1 Pre-Application Consultation

Nine pre-application consultation meetings have taken place with An Bord Pleanála in advance of the RO submission. These meetings allowed the Project Team to provide to the Board an overview of the proposed project and an outline of key environmental issues being considered in the EIAR. In the final pre-application meeting procedural processes and matters were agreed with the Board having regard to the lodgement of the RO Application. The dates of these meetings are listed below.

Table 5.2: Pre-Application Consultation Meetings held between 2018 and 2021

Meeting No.	Date
1	6 November 2018
2	6 December 2018
3	29 May 2019
4	8 November 2019
5	17 December 2019
6	28 October 2020
7	31 March 2021
8	15 September 2021
9	28 October 2021

5.3.2 Public Consultations

5.3.2.1 Emerging Preferred Route Option Consultation

Consultation on the Emerging Preferred Route for the proposed Project took place from 22 March 2018 to 11 May 2018. A total of 7,591 submissions were received.

5.3.2.2 Consultation on the Preferred Route

The consultation on the Preferred Route took place over an eight-week period from 26 March 2019 to 21 May 2019. A total of 2,132 submissions were received. These submissions were analysed, and their content was fed back into the Project Design and Environment teams for consideration. The issues raised during public consultation have been considered as part of the final PRO and formed the basis of the preliminary design.

5.3.2.3 Consultation on Environmental Impact Assessment Scoping

In order to inform the development of the EIAR, an EIA Scoping Report was prepared, and key statutory and non-statutory stakeholders were identified and asked to consult on this report. The EIA Scoping Report set out the proposed scope of work and methods to be applied in the development of the EIAR and the proposed structure and contents of the EIAR. The EIA Scoping Report was issued in May 2019. In total, 22 submissions were received.

5.3.2.4 Albert College Park Local Area Consultation

The Albert College Park Intervention Shaft Local Area Consultation ran for four weeks until 11 March 2020. Overall, 195 submissions were received by email and post in response to the Albert College Park Local Area Consultation

5.3.3 Other Consultation Activity

Public participation has been an integral part of the development of the proposed Project from the outset. Non-statutory consultation was carried out to inform the public and stakeholders of the development of the proposed Project from an early stage and to seek feedback and participation throughout its development. The MetroLink Infrastructure team has undertaken a comprehensive consultation and engagement process with stakeholders, landowners and members of the public throughout the development of the proposed Project.

Public consultations were conducted in line with the project roadmap to ensure the most meaningful contribution to design phases. The non-statutory consultation periods including the EIA Consultation, EPR (EPR) Consultation, PR Consultation (PRO) and Albert College Park Local Area Consultation.

The early involvement of the public and stakeholders ensured the views of various groups, individuals and stakeholders were taken into consideration throughout the development of the proposed Project and in the preparation of this EIAR.

5.3.3.1 Stakeholder Meetings

Since January 2018, 1,331 meetings have taken place to date and more than 107 organisations have been met by Project Team members, including representatives from FCC, DCC, Irish Water, DAA, the Mater Hospital and Trinity College Dublin. The meetings took place over a four-year period from 2018 to 2022.

FCC and DCC were met regularly by the Project Team to discuss the ongoing development of the proposed Project. Chapter 8 (Consultation) of the EIAR outlines the number of meetings that took place with stakeholders over the course of the proposed Project from 2018 to 2022.

5.3.3.2 Landowner Engagement

Landowner engagement is an ongoing process throughout the development of the proposed Project. The proposed Project established a Landowner Liaison Officer team that aimed to provide landowners with a dedicated point of contact while endeavouring to address any issues related to the proposed Project which may be of concern to individual landowners.

5.3.3.3 Property Owner Engagement

Discussions have taken place with all the owners of properties which may have to be acquired to facilitate the proposed Project.

5.3.3.4 Property Owner Protection Scheme

The Property Owner Protection Scheme (POPS) was introduced to the public through consultation and will be launched prior to the Construction Phase of the project. The premise of POPS is that any property owner of a private property located within the scheme area, may sign up and avail of free, independent condition surveys of their property. Condition survey data will be gathered before, after and during construction.

5.3.3.5 Independent Expert

In September 2021, RINA was appointed as Independent Engineering Expert (IEE) for the proposed Project. Stakeholder Groups who may be affected by the construction and/or operation of the proposed Project will be able to seek independent engineering advice from the IEE in order to better understand the potential impacts of the project's design and the reasons behind any particular design decisions along the proposed alignment.

5.3.3.6 STEPS

During STEPS Engineers' Week 2020, engineers from TII engaged with six schools along the proposed Project route to showcase to over 500 students the proposed Project.

6. Material Contravention Statement

The proposed project is of strategic importance to the long-term development of the Dublin region for land-use and transport.

As shown in Section 3.5.1, the proposed Project has been specifically identified as being of national importance in the National Planning Framework to deliver the following National Strategic Outcomes - NSO4 High quality international connectivity and NSO5 Sustainable mobility. In addition, the proposed Project supports NSO1 Compact Growth through facilitating the development of compact, connected places along a strategic corridor of development, supports NSO7 – Enhanced Amenities and Heritage through the implementation of the transport strategy for Dublin. The proposed Project is explicitly identified as a key future growth enabler for Dublin City to improve transport mobility via strategic infrastructure.

As shown in Section 3.5.2, the proposed Project has been specifically identified as being of national importance in the National Development Plan 2021-2030 as catalysing the shift towards accessibility-based mobility systems, and is identified as major Regional Investment which is a Strategic Investment Priority, and is identified as being key to provide

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

As set out in Section 3.6.7, the proposed Project is a key project to deliver modal shift towards sustainable travel modes.

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

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

"Expanding rail services and infrastructure in, and around, major urban centres" is identified as part of the major transport projects that will help to deliver the 500,000 additional sustainable journeys. A key goal of the plan is to provide citizens with reliable and realistic sustainable transport options. The CAP further states

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

The proposed Project is directly identified under Action 241 of the Climate Action Plan 2021.

As set out in Section 3.6.1, the proposed Project is specifically identified in the Transport Strategy for the Greater Dublin Area 2016-2035, "*New Metro North- light rail link from the south city centre to Swords and serving Dublin Airport, operating in tunnel under Dublin City Centre and providing a high frequency, high-capacity service"*.

The proposed Project complies with and supports the policies set out in NTA's Transport Strategy for the GDA 2016-2035 through the commitment to deliver a high-capacity high-frequency cross-city public transport link to serve Dublin Airport, institutions, facilitate multi-modal interchange with other cross city transport modes to enhance connectivity and the provision of a strategic P&R Facility north of Swords.

Therefore, the Transport Strategy for the GDA clearly identifies the proposed Project as being of strategic and national importance.

In consideration of the fact that the proposed project is of strategic importance to the long-term development of the Dublin region for land-use and transport and has been specifically identified as being of national importance in the National Planning Framework, National Development Plan and other key statutory documents, it is considered that there is ample justification for An Bord Pleanála to permit a Material Contravention of the relevant Development Plans.

7. Overall Conclusion

The proposed Project provides a high-quality, high-capacity route in a key corridor of the city, providing connections to a number of the strategically important locations, including Dublin Airport, Swords, Dublin City University, the Mater Hospital and Dublin City Centre. It will also provide interchange with DART, Iarnród Éireann and Luas Green Line services.

The principal objective of MetroLink is to design a metro system offering passengers a safe and quality service capable of delivering the transport capacity required for the 2057 forecast of 20,000 pphpd at peak hours. MetroLink will utilise High Floor unattended automatic trains with a Grade of Automation (GoA4), capable of operating at headways of 90 seconds in peak hours and providing a journey time of approximately 25 minutes from Dublin City Centre to Swords.

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

The proposed Project complies with and supports the policies set out in NTA's Transport Strategy for the GDA 2022-2042, through the delivery of a high-capacity high-frequency cross-city public transport link to serve Dublin Airport, institutions, facilitate multi-modal interchange with other cross city transport modes to enhance connectivity and the provision of a strategic P&R Facility north of Swords.

The proposed Project is identified in the RSES as a key infrastructure project to deliver on the principles of Healthy Placemaking, Climate Action and Economic Opportunity, which will support the regional growth strategy for the Eastern and Midland Region including the Dublin Metropolitan Area Strategic Plan area. The proposed Project will facilitate the integration of transport with land use planning. The delivery of a high-capacity public transport corridor will enable and support delivery of both residential and economic development opportunities, facilitating the sustainable growth of Dublin City and its metropolitan area, with a particular opportunity to deliver planned residential and employment growth at Swords.

At a local level, it has been demonstrated that the proposed Project is compliant with the principles of the statutory development plans in Fingal and Dublin City.

The policy framework at national, regional and local level clearly identifies the proposed Project as being of strategic and national importance.

In two locations, the proposed Project does not comply fully with the current zoning objectives of the lands through which, or under which, it passes. The two locations are the Intervention Shaft at Albert College Park and St. Stephen's Green, in both locations under the current DCDP 2016-2022. However, they will be compliant with the policies and objectives of the Draft DCDP 2022-2028 in principle. Both sites were selected following robust site selection processes.

In two locations, the proposed Project does not comply fully with specific local objectives of the lands through which, or under which, it passes. The two locations are at Balheary Park and at the R108 at Northwood, under the current FDP 2017-2023. However, these objectives are not proposed as part of the Draft FDP 2023-2029.

In consideration of the fact that the proposed project is of strategic importance to the long-term development of the Dublin region for land-use and transport and has been specifically identified as being of national importance in the National Planning Framework, National Development Plan and other key statutory documents, it is considered that there is ample justification for An Bord Pleanála to permit a Material Contravention of the relevant Development Plans.

The proposed Project is therefore considered to be in accordance with the statutory planning policy for the area in which it is situated, at national, regional and at local level.

This report provides an assessment of the potential impact of the project in respect of development management requirements, given the design response to technical, environmental and other project decisions, including responses to consultation with stakeholders, agencies and the general public.

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