

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These shapes include circles, semi-circles, and rounded rectangles, some of which are partially cut off by the edges of the page. The overall aesthetic is modern and clean.

Appendix A2.1 Planning Report

Contents

1.	Introduction	1
1.1	Summary Description of the Proposed Scheme	1
1.2	CBC Infrastructure Works Background	2
1.3	Overview of the Need for the Proposed Scheme	2
1.3.1	The Bus Network	3
1.3.2	The Cycle Network	5
1.3.3	Infrastructure Works	6
1.4	Overview of the Benefits of the Proposed Scheme	9
2.	Detailed Description of the Proposed Scheme	12
2.1	Leeson Street to Donnybrook (Anglesea Road Junction)	12
2.2	Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout	12
2.3	Loughlinstown Roundabout to Bray North (Wilford Roundabout)	14
2.4	Bray North (Wilford Roundabout) to Bray South (Fran O’Toole Bridge)	15
3.	Legislative, Planning and Development Context	16
3.1	Introduction	16
3.2	Legislative Context	16
3.2.1	The Roads Act	16
3.2.2	Requirement for Environmental Impact Assessment under the Roads Acts	16
3.3	International Policy	17
3.3.1	United Nations 2030 Agenda	17
3.4	European Union Law & Policy	18
3.4.1	Sustainable and Smart Mobility Strategy 2020	18
3.4.2	European Green Deal 2019	18
3.5	National Policy	18
3.5.1	Project Ireland 2040 - National Planning Framework (NPF)	19
3.5.2	Project Ireland 2040 - National Development Plan 2021 - 2030	21
3.5.3	National Investment Framework for Transport in Ireland	26
3.5.4	Department of Transport: Statement of Strategy 2021 – 2023	27
3.5.5	National Sustainable Mobility Policy	27
3.5.6	Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 - 2020	31
3.5.7	The National Cycle Policy Framework (NCPF) 2009 - 2020	32
3.5.8	Road Safety Strategy 2021 - 2030	33
3.5.9	Climate Action and Low Carbon Development (Amendment) Act 2021	34
3.5.10	Climate Action Plan 2021	34
3.5.11	Climate Action Plan 2023	35
3.5.12	Programme for Government – Our Shared Future 2020	37
3.5.13	Building on Recovery: Infrastructure and Capital Investment 2016 – 2021	37
3.5.14	The Sustainable Development Goals National Implementation Plan 2022 – 2040	37
3.5.15	Investing in Our Transport Future – Strategic Framework for Investment in Land Transport 2015	38

3.6	Regional Policy	39
3.6.1	Transport Strategy for the Greater Dublin Area 2016 – 2035	39
3.6.2	Greater Dublin Area Transport Strategy Integrated Implementation Plan 2019 – 2024	40
3.6.3	Greater Dublin Area Transport Strategy 2022 – 2042	41
3.6.4	Regional Spatial Economic Strategy for the Eastern and Midland Region 2019 - 2031	46
3.6.5	Greater Dublin Area Cycle Network Plan (GDACNP) 2013	49
3.6.6	Greater Dublin Area Cycle Network Plan 2022	50
3.7	Local Policy Context	50
3.7.1	Dublin City Development Plan 2022 – 2028	51
3.7.2	Dublin City Council Climate Change Action Plan 2019-2024	55
3.7.3	Dún Laoghaire-Rathdown County Council Development Plan 2022-2028	56
3.7.4	Dún Laoghaire-Rathdown Climate Change Action Plan	64
3.7.5	Wicklow County Development Plan 2022-2028	64
3.7.6	Wicklow County Council Climate Change Adaptation Strategy	68
4.	Proposed Scheme Sections	69
4.1	Leeson Street to Donnybrook (Anglesea Road Junction)	69
4.1.1	Zoning	69
4.2	Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout	70
4.2.1	Zoning	70
4.3	Loughlinstown Roundabout to Bray North (Wilford Roundabout)	74
4.3.1	Zoning	74
4.4	Bray North (Wilford Roundabout) to Bray South (Fran O’Toole Bridge)	77
4.4.1	Zoning	77
5.	EIAR Structure and Summary of Assessment	83
5.1.1	Other Requirements	88
5.1.2	Consultations	90
6.	References	93

List of Figures

- 1A Bray to City Centre Core Bus Corridor Scheme Extent
- 1B Bray to City Centre Core Bus Corridor Scheme Extent
- 1C Bray Zoning Map
- 1D Bray Zoning Map
- 1E Relevant Planning Applications
- 1F Relevant Planning Applications
- 1G Relevant Planning Applications
- 1H Relevant Planning Applications
- 1I Relevant Planning Applications
- 1J Relevant Planning Applications
- 1K Relevant Planning Applications
- 1L Relevant Planning Applications
- 1M Relevant Planning Applications
- 1N Relevant Planning Applications
- 1O Relevant Planning Applications
- 1P Relevant Planning Applications
- 1Q Relevant Planning Applications

Appendices

Appendix 1 - Local Policy

Appendix 2 – Planning History

Acronym	Meaning
AA	Appropriate Assessment
ACA	Architectural Conservation Areas
AWB	Artificial Water Bodies
AVL	Automatic Vehicle Locator
CBC	Core Bus Corridor
CIE	Coras Iompair Éireann
DAA	Dublin Airport Authority
DCC	Dublin City Council
DCCAE	Department of Communications, Climate Action and Environment
DCDP	Dublin City Development Plan
DCENR	Department of communications, Energy and Natural Resources
DCHG	Department of Cultural, Heritage and the Gaeltacht
DLRCC	Dún Laoghaire-Rathdown County Council
DOEHLG	Department of the Environment Heritage and Local Government
DTTAS	Department of Transport, Tourism and Sport
EE	Enterprise and Employment
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EMRA	Eastern and Midlands Regional Assembly
EPR	Emerging Preferred Route
EU	European Union
FRA	Flood Risk Assessment
GDA	Greater Dublin Area
GDACNP	Greater Dublin Area Cycle Network Plan
GEP	Good Ecological Potential
GES	Good Ecological Status
HMWB	Heavily Modified Water Bodies
HSE	Health Service Executive
IFI	Inland Fisheries Ireland
IW	Irish Water
KDC	Key District Centre
LAP	Local Area Plan
LEV's	Low Emission Vehicles
MRC	Major Retail Centre
NAF	National Adaptation Framework
NCPF	National Cycle Policy Framework
NDP	National Development Plan
NIS	Natura Impact Statement
NIFTI	National Investment Framework for Transport in Ireland
NPF	National Planning Framework
NPO	National Policy Objective
NPWS	National Parks and Wildlife Service
NSO	National Strategic Outcome
NTA	National Transport Authority

Acronym	Meaning
OPW	Office of Public Works
OS	Open Space
PR	Planning Report
REGEN	Regeneration
RES	Existing Residential
RPO	Regional Policy Objective
RSA	Road Safety Authority
RSES	Regional Spatial and Economic Strategy
RSO	Regional Strategic Outcome
SDG's	Sustainable Development Goals
SDRA	Strategic Development Regeneration Area
SDRZ	Strategic Development Regeneration Zone
SEA	Strategic Environmental Assessment
SFILT	Strategic Framework for Investment in Land Transport
TII	Transport Infrastructure Ireland
UN	United Nations
WCC	Wicklow County Council
WFD	Water Framework Directive

1. Introduction

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

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

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

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

1.1 Summary Description of the Proposed Scheme

The Proposed Scheme has an overall length of approximately 18.5km and commences at the top of Leeson Street Lower at the junction with St Stephen's Green. The Proposed Scheme will run along Leeson Street Lower and Upper, including Sussex Road, providing continuous bus priority and segregated cycle tracks in each direction. A bus gate will be located at the end of Leeson Street Lower by the St. Stephen's Green junction. The full cycle track and bus lane provision will continue along Morehampton Road to Donnybrook Road. From Mulberry Lane to Rampart Lane the northbound bus lane is removed to allow for two reduced width segregated cycle tracks, while the southbound bus lane has been retained along this narrow section.

The Proposed Scheme will run south along the Stillorgan Road and Bray Road from the Anglesea Road junction. The existing lane configuration will be maintained for the most part along this section of the Proposed Scheme. New junction layouts have been proposed, as well as improved cycling and pedestrian facilities. This section includes the University College Dublin (UCD) Bus Interchange facility just inside the entrance to the UCD Campus.

The Proposed Scheme will continue from Loughlinstown Roundabout and run south along the Dublin Road through Shankill as far as Wilford Roundabout. The proposed road layout varies depending on the constraints through this section, with breaks in the segregated bus lanes and areas without segregated cycle tracks. This section includes the upgrade of the Dublin Road / Corbawn Lane / Shanganagh Road roundabout, and the Quinn's Road roundabout to signalised junctions.

From Wilford Roundabout the Proposed Scheme will run south along the Dublin Road and Castle Street to the end of the Proposed Scheme, just north of Fran O'Toole Bridge. This section will include upgrade of the Wilford Roundabout to a signalised junction. The majority of this section will include a bus lane, general traffic lane and segregated cycle track in each direction.

The Proposed Scheme will significantly enhance travel by public transport by providing bus priority as well as improved pedestrian and cycling infrastructure. Currently this access corridor is characterised by traffic congestion along certain sections, and bus lanes and cycling infrastructure are only provided intermittently. As such, buses and cyclists are competing for space with the general traffic, impacting on the attractiveness for pedestrians, cyclists and bus users of these sustainable transport modes.

The Proposed Scheme will improve both the overall journey times for buses along the route and their journey time reliability, by providing increased bus priority infrastructure. The result will be increased journey reliability, by largely removing interaction between bus traffic and general traffic, thereby delivering significant benefits to the travelling public and to the environment.

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

1.2 CBC Infrastructure Works Background

The GDA Transport Strategy was published by the NTA in 2016 (NTA 2016). The GDA Transport Strategy identified a 'Core Bus Network' which highlights the most important bus routes within the GDA. They were characterised by high passenger volumes, frequent services, and significant trip attractors. The GDA Transport Strategy states that it is proposed to provide continuous bus priority, as far as is practicable, along the core bus routes. This will result in a more efficient and reliable bus service with lower journey times, increasing the attractiveness of public transport in these areas and facilitating a shift to more sustainable modes of transport. The Proposed Scheme is identified as part of the 'Core Bus Network'. The GDA Transport Strategy identified Bus Rapid Transit (BRT) along the Proposed Scheme route supporting a bus-based solution.

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

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

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

1.3 Overview of the Need for the Proposed Scheme

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

Sustainable transport infrastructure assists in creating more sustainable communities and healthier places to live and work while also stimulating our economic development and contributes to enhanced health and well-being when delivered effectively.

The key radial traffic routes into and out of Dublin City Centre are characterised by poor bus and cycle infrastructure in places. Effective and reliable bus priority can be achieved through a combination of continuous bus lanes and signal control priority at pinch-points and junctions. Currently bus lanes are available for 69% of the route of the Proposed Scheme. Cyclists must typically share space on bus lanes or general traffic lanes with only 47% of the route of the Proposed Scheme providing segregated cycle tracks. Furthermore there are key sections of the current bus lanes that are not operational on a 24-hour basis. Additionally bus lanes are being shared with both formal and informal parking facilities and cyclists. These conditions compromise the reliability and effectiveness of the bus services in these areas.

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

Without intervention, traffic congestion will lead to longer and less reliable bus journeys throughout the region and will affect the quality of people's lives. The Proposed Scheme is needed in order to enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor through the provision of enhanced

walking, cycling and bus infrastructure on this key corridor in the Dublin region. The objectives of the Proposed Scheme are to:

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

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

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

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

1.3.1 The Bus Network

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

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

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

The Core Bus Network Report focused on the overall existing bus service network and identified locations where the bus network is operating sub-optimally. The network is dominated by a radial network to / from Dublin City

Centre, supplemented by low frequency orbital and local bus routes serving larger destinations outside of the City Centre core.

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

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

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

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

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

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

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

There are two main bus corridors in the south east Dublin area, one of which is included in this Proposed Scheme. There is high quality inbound and outbound bus infrastructure on much of the N11 and R138. While there are small gaps in bus infrastructure provision, it represents the longest and most complete bus corridor in the Dublin Metropolitan Area. There are however sections either side of the R138/N11 which suffer from pinch points and lack of full provision.

The Core Bus Network study included a recommended route from Bray to the City Centre on the basis of the need to serve significant demand along this entire corridor and the fact that there are significant origins and destinations, including Bray, Shankill, St. Columcille's Hospital in Loughlinstown, Cherrywood, Stillorgan, University College Dublin (UCD), Donnybrook and Leeson Street. There is also a high volume of scheduled bus services operating along this corridor.

While there is a high level of bus service provision along this corridor, only 69% of the route has bus priority. In the inbound direction there are a number of pinch points without dedicated bus provision in Bray, Shankill,

Donnybrook and Leeson Street Lower which cause delay to peak hour bus journey times. Outbound there are gaps without bus lane provision or pinch points through Donnybrook, Shankill and Bray.

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

1.3.2 The Cycle Network

The GDA Cycle Network Plan 2013 (hereafter referred to as the GDACNP 2013) (NTA 2013) was adopted by the NTA in early 2014 following a period of consultation with the public and various stakeholders. This plan formed the strategy for the implementation of a high quality, integrated cycle network as set out in the GDA Transport Strategy 2016 - 2035. This is further discussed in Section 3.6.5.

The predominant provision for cycling in the Dublin City Council (DCC) area, including the areas associated with the Proposed Scheme, is by means of either non-segregated on street cycle lanes (both advisory and mandatory) or bus lanes. These facilities are generally of a low Quality of Service (QoS) in the city area mainly due to the lack of width for cyclists and the discomfort caused by large volumes of vehicular traffic sharing the road space. The GDACNP 2013 found that typically the cycle lanes achieve a QoS score of C or D in the DCC Area (QoS scores are assigned on a five-point scale from A+ to D). In addition it found that in general the QoS of many of the existing facilities within the Dún Laoghaire-Rathdown County Council (DLRCC) area is low at C. However upgrade works on the N11 Stillorgan Road undertaken during and since the production of this plan has improved the QoS along this part of the Proposed Scheme. A QoS score was not given for the Wicklow County Council (WCC) area facilities, but there are some existing cycling facilities along the R119 / R761 Dublin Road part of the Proposed Scheme. More information on the QoS cycling assessment criteria can be found in Chapter 6 (Traffic & Transport). It is noted that, since the production of GDACNP 2013, several interventions have taken place – both permanent and temporary. In the case of the Proposed Scheme however only 47% of the route is currently providing segregated cycle tracks.

The GDACNP 2013 proposed a network of cycle links throughout the GDA, categorised as follows:

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

Extracts from the GDACNP 2013 highlight the Proposed Scheme in the context of the planned cycle network. In the GDACNP 2013 there were two primary cycle routes identified along the majority of the Proposed Scheme (Cycle Routes 12/12A from the City Centre to Bray North and B1 in Bray), and a further five primary routes which interact with or cross the Proposed Scheme (Cycle Route SO1 / N10 along the north side of the Grand Canal, SO3 along the River Dodder, the route through University College Dublin (UCD), SO4 at Foster's Avenue and SO5 at the Stillorgan Park Road / Lower Kilmacud Road junction).

Additionally, there were a number of secondary cycle routes along the Proposed Scheme (including Orbital Secondary Routes SO2 at Waterloo Road and Appian Way, SO4 at Mount Merrion Avenue and SO6 at both Newtownpark Avenue / Leopardstown Road and SO6 at Kill Lane, as well as other secondary routes at Earlsfort Terrace, Fitzwilliam Place / Adelaide Road, Mespil Road / Grand Parade, Nutley Lane, Woodbine Road, Booterstown Avenue, Farmleigh Avenue / Brewery Road, Route 13C at Clonkeen Road, Johnstown Road, Route 13G at Wyattville Road / Cherrywood Park, 13C on Shanganagh Road and B1a at Old Connaught Avenue). Finally, the Proposed Scheme also includes a section of the Inter-Urban Route D4 along Stonebridge Road.

In addition, four greenways are identified crossing the Proposed Scheme, namely Grand Canal Cycleway, Dodder Greenway, Shanganagh to Sandyford Greenway and River Dargle Greenway.

It is noted that the Greater Dublin Area Cycle Network Plan 2022 has been published, as part of the review of the GDA Transport Strategy and this has been considered at Section 3.6.3.

1.3.3 Infrastructure Works

1.3.3.1 The Core Bus Network Development

In Section 5.5.4 of the GDA Transport Strategy states that '[a] number of the Core Radial Bus Corridors are proposed to be developed as Bus Rapid Transit routes, where the passenger numbers forecast on the routes are approaching the limits of conventional bus route capacity.'

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

Within the part of the GDA where the Proposed Scheme is located, as part of the Core Bus Network development process and options assessed (refer also to Chapter 3 (Consideration of Reasonable Alternatives)), the need for the Bray to the City Centre Core Bus Corridor was identified. This was on the basis of the need to serve significant demand between these locations, which bus priority infrastructure on a connecting route for existing and new bus services between the radial bus route corridors would serve to achieve.

The Proposed Scheme connecting Bray to the City Centre serves a significant public transport demand between these locations.

1.3.3.2 The Local Transport Need

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

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

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

Corridor	AM Peak Inbound	PM Peak Inbound	AM Peak Outbound	PM Peak Outbound
Bray to City Centre	47	43	43	47

The AVL data indicates that current bus services suffer variations in travel time of up to 13 minutes along the route of Proposed Scheme and with any further increases in traffic levels these issues are expected to be exacerbated. In addition to impacting on bus passengers, longer and less reliable bus services also require operators to use additional buses to maintain headways to fill gaps in the timetable. Aligned to this, the remaining sections of un-prioritised bus network can lead to clustering of buses which, in turn, means stops can become overcrowded, creating delays in boarding and alighting and the imbalanced use of bus capacity.

Within the extents of the Proposed Scheme route, bus priority infrastructure is currently provided along approximately 69% (outbound) and 68% (inbound), cumulatively equating to 69% of the length of the Proposed Scheme route. The Proposed Scheme will facilitate 99.6% bus priority and complement the rollout of the Dublin Area Bus Network Redesign to deliver improved bus services on the route. This will improve journey times for bus, enhance its reliability, and provide resilience to congestion.

One of the key objectives of the CBC Infrastructure Works and the Proposed Scheme, where applicable, is to enhance interchange between the various modes of public transport operating in the City and wider metropolitan

area, both now and in the future. The CBC Infrastructure Works, including the Proposed Scheme, was therefore developed to provide improved existing or new interchange opportunities with other transport services, including:

- Luas stations;
- Heavy Rail Stations;
- Existing Dublin Bus and other bus services;
- The Greater Dublin Area (GDA) Cycle Network Plan;
- Future public transport proposals such as the DART + Programme and MetroLink; and
- Supporting the Dublin Bus Network Re-design.

The Proposed Scheme has an overall length of approximately 18.5km and commences at the top of Leeson Street Lower at the junction with St Stephen's Green. The Proposed Scheme will run along Leeson Street Lower and Upper, including Sussex Road, providing continuous bus priority and segregated cycle tracks in each direction. A bus gate will be located at the end of Leeson Street Lower by the St. Stephen's Green junction. The full cycle track and bus lane provision will continue along Morehampton Road to Donnybrook Road. From Mulberry Lane to Rampart Lane the northbound bus lane is removed to allow for two reduced width segregated cycle tracks, while the southbound bus lane has been retained along this narrow section.

The Proposed Scheme will run south along the Stillorgan Road and Bray Road from the Anglesea Road junction. The existing lane configuration will be maintained for the most part along this section of the Proposed Scheme. New junction layouts have been proposed, as well as improved cycling and pedestrian facilities. This section includes the University College Dublin (UCD) Bus Interchange facility just inside the entrance to UCD Campus.

The Proposed Scheme will continue from Loughlinstown Roundabout and run south along the Dublin Road through Shankill as far as Wilford Roundabout. The proposed road layout varies depending on the constraints through this section, with breaks in the segregated bus lanes and areas without segregated cycle tracks. This section includes the upgrade of the Dublin Road / Corbawn Lane / Shanganagh Road roundabout, and the Quinn's Road roundabout to signalised junctions.

From Wilford Roundabout the Proposed Scheme will run south along the Dublin Road and Castle Street to the end of the Proposed Scheme, just north of Fran O'Toole Bridge. This section will include upgrade of the Wilford Roundabout to a signalised junction. The majority of this section will include a bus lane, general traffic lane and segregated cycle track in each direction.

Along the route of the Proposed Scheme, there are a number of amenities, village and urban centres which experience high pedestrian usage including Bray, Shankill, Stillorgan, UCD, Donnybrook, and the Leeson Street and St Stephen's Green areas. In order to improve accessibility to jobs, education and other social and economic opportunities through the provision of an integrated sustainable transport system, there needs to be a high quality pedestrian environment, for which the Proposed Scheme supports delivering where practical to do so. The Proposed Scheme includes significant improvements to the pedestrian environment along the entirety of its route in terms of additional crossing locations, increased pedestrian directness, provision of traffic calming measures, improved accessibility facilities and increased footpath and crossing widths, thereby addressing existing levels of service deficiencies and enhancing the pedestrian environment (refer to Chapter 4 (Proposed Project Description) for further detail on these improvements).

In terms of the need to improve facilities for cyclists, as part of the GDACNP there are two primary cycle routes (Cycle Route 12/12A and Cycle Route B1), as well as secondary cycle routes (including Cycle Routes SO2, SO4, SO6, 13C, 13G and B1a), and an inter-urban route (D4) along the Proposed Scheme.

Within the extents of the Proposed Scheme there are existing mandatory cycle tracks provided on approximately 51% and 43% of the route outbound and inbound respectively, while advisory cycle lanes are provided on approximately 40% and 41% of the route outbound and inbound respectively. The remaining extents have no dedicated cycle provision or cyclists must cycle within the bus lanes provided. Cycle facilities in the Proposed Scheme will increase in both directions with the majority, approximately 91%, being segregated compared to 48% existing segregated cycle tracks. There are several uncontrolled crossings along the route of the Proposed Scheme, particularly at side roads where they are generally of poor standard, including lack of provision for the mobility and visually impaired. These are all proposed to be upgraded as part of the Proposed Scheme.

The primary bus routes (prior to implementation of the revised Bus Network) along the Proposed Scheme are listed below:

- Route 2 – From Wexford – Dublin Airport;
- Route 7b – From Mountjoy Square – Shankill;
- Route 7d – From Mountjoy Square – Dalkey;
- Route 7n – From D'Olier St. – Shankill (60 min late night Fri-Sat);
- Route 11 – From Wadelai Park – Sandyford Business District;
- Route 17 – From Rialto – Blackrock;
- Route 25x – From UCD Belfield – Lucan;
- Route 27x – From UCD Belfield – Clare Hall;
- Route 32x – From Malahide – UCD Belfield;
- Route 37 – From Baggot Street / Wilton Terrace – Blanchardstown Centre;
- Route 38 – From Burlington Road – Damastown;
- Route 38a – From Burlington Road – Damastown;
- Route 38b – From Burlington Road – Damastown (AM);
- Route 38d – From Burlington Road – Damastown;
- Route 39 – From Burlington Road – Ongar;
- Route 39a – From UCD Belfield – Ongar;
- Route 39x – From Burlington Road – Ongar (PM);
- Route 41x – From UCD Belfield – Knocksedan;
- Route 45a – From Dún Laoghaire – Kilmacanogue;
- Route 45b – From Dún Laoghaire – Kilmacanogue;
- Route 46a – From Phoenix Park – Dún Laoghaire;
- Route 46e – From Blackrock Rail Station – Mountjoy Square;
- Route 47 – From Poolbeg Street – Belarmine;
- Route 51x – From Dunawley – UCD Belfield;
- Route 63 – From Kilternan – Dún Laoghaire;
- Route 63a – From Kilternan – Dún Laoghaire;
- Route 66x – From UCD Belfield – Maynooth;
- Route 67x – From UCD Belfield – Celbridge (Salesian College);
- Route 70 – From Burlington Road – Dunboyne;
- Route 75 – From Tallaght – Dún Laoghaire;
- Route 75a – From Tallaght – Dún Laoghaire;
- Route 77x – From Citywest – UCD Belfield;
- Route 84 – From Blackrock – Newcastle;
- Route 84a – From Blackrock – Newcastle;
- Route 84n – From D'Olier Street – Greystones (120 min late night Fri-Sat);
- Route 84x – From Hawkins Street – Newcastle / Kilcoole (PM);
- Route 100x – From Dundalk – Dublin;
- Route 111 – From Brides Glen – Kilbogget Park;
- Route 116 – From Parnell Square – Whitechurch;
- Route 118 – From Kilternan – Eden Quay;
- Route 120 – From Parnell Street – Ashtown Rail Station;
- Route 126u – From Kildare – UCD;
- Route 133 – From Wicklow – Bray - Dublin
- Route 143 – From Sandyford Luas Stop – Southern Cross in Bray;
- Route 145 – From Heuston Rail Station – Ballywaltrim;
- Route 155 – From Ikea – Bray Rail Station;

- Route 164 – From UCD – Sydney Parade DART;
- Route 175 – From Citywest – Tallaght – Dundrum – UCD;
- Route 180 – From Monaghan – UCD;
- Route 181 – From Dublin – Glendalough;
- Route 185 – From Bray Station – Enniskerry;
- Route 533 – From Skerries – UCD;
- Route 700 – From Dublin Airport – Dublin City Centre;
- Route 702 – From Dublin Airport – Greystones / Bray;
- Route 740 – From Wexford – Dublin City and Airport;
- Route 740a – From Arklow – Dublin via Wicklow;
- Route 824 – From Portlaoise – Dublin;
- Route 845 – From Birr – Dublin;
- Route 847 – From Portumna – Dublin;
- Route 904 – From Dundalk – Drogheda – UCD;
- Route 910 – From Bettystown – Laytown – UCD;
- Route 984n – From Clearys – Kilcoole Monteith Park (120 min late night Fri-Sat);
- Route UCD06 – From Portarlinton – UCD; and
- Route x2 – From Wexford – Dublin Airport.

As part of the BusConnects revised bus network proposals, the Proposed Scheme will serve the E Spine bus services. Image 2.9 to 2.11 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR are extracts from the New Dublin Area Bus Network Map (NTA 2020) and shows the interface with the Proposed Scheme between St. Stephen's Green to Bray, which is primarily along the E Spine. Demand for travel by bus is anticipated to continue to grow in this corridor into the future, in line with population growth. The bus priority measures forming part of the Proposed Scheme are required to accommodate this growth in travel demand and to facilitate the revised bus network (E Spine) by providing journey time and reliability savings for passengers. This will ensure that the projected growth in passenger demand is facilitated and protected from increasing congestion, providing resilience which can in the future cater for additional bus service provision.

1.4 Overview of the Benefits of the Proposed Scheme

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

The Proposed Scheme design involves the prioritisation of People Movement, focusing on maximising the throughput of sustainable modes (i.e. Walking, Cycling and Bus). A quantitative people-movement assessment, as part of the transport impact assessment, facilitates a comparison of the Do Minimum and Do Something peak-hour scenarios for the forecast years (2028 and 2043). The benefits resulting from the 2028 AM Peak Hour people-movement assessment shows that there is an increase of 40% in the number of people travelling by bus, an increase of 108% in people walking or cycling, and a reduction of 49% in the number of people travelling by car along the route of the Proposed Scheme.

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

Image 2.14 of Chapter 2 (Need for the Proposed Scheme) of Volume 2 of the EIAR presents the passenger loading profile comparing the Do Minimum and Do Something scenarios in the 2028 AM Peak Hour in the inbound direction. It shows higher levels of bus passenger loadings along the Proposed Scheme with numbers peaking at the Stillorgan Road / Mount Merrion Road intersection where the volume of passengers reaches 4,600 passengers in the AM Peak hour, compared to approximately 3,600 in the Do Minimum scenario.

The increase in bus passengers remains at a high level along the Proposed Scheme with approximately 600 to 1,200 additional users during the AM Peak Hour along most of the corridor, compared to the Do Minimum scenario.

A key objective of the Proposed Scheme is to enhance the potential for cycling along the route. Without the provision of cycling infrastructure, intended as part of the Proposed Scheme, there would continue to be an insufficient level of segregated provision for cyclists who currently, or in the future would be attracted to use the route of the Proposed Scheme. Currently within the existing extents of the Proposed Scheme there are segregated cycle tracks on approximately 48% of the route outbound and inbound respectively. This will increase to 91% in both directions. In addition to this, the significant segregation and safety improvements to walking and cycling infrastructure that is a key feature of the Proposed Scheme will further maximise the movement of people travelling sustainably along the corridor. All of these changes combined will therefore cater for higher levels of future sustainable population and employment growth.

The Proposed Scheme will make significant improvements to pedestrian infrastructure through the provision of increased signal crossings, introduction of traffic calming measures, improved accessibility, increased pedestrian directness and increased footpath and crossing widths. The number of pedestrian signal crossings will increase by approximately 60% as a result of the Proposed Scheme. The scheme design has been developed with cognisance to the relevant accessibility guidance. It is anticipated that the overall quality of pedestrian infrastructure will improve as a result of the Proposed Scheme. This aligns with the overarching aim to provide enhanced walking infrastructure on the corridor. The improved walking and cycling measures that the Proposed Scheme will provide will enhance the potential to grow these modes into the future.

An assessment of transport impact arising from the delivery of the Proposed Scheme is presented in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR.

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

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

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

The Proposed Scheme and its objectives fit within the current planning frameworks that are described in Section 3. The Proposed Scheme will help deliver many of the objectives on an international, national, regional and local level.

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

2. Detailed Description of the Proposed Scheme

2.1 Leeson Street to Donnybrook (Anglesea Road Junction)

The section runs along Leeson Street Lower and Upper from the junction with St Stephen's Green, providing continuous bus priority and segregated cycle tracks in each direction. A bus gate has been located at the end of Leeson Street Lower before the St. Stephen's Green junction. General inbound traffic is now to be directed from Leeson Street Lower on to Hatch Street Lower, and then on to Earlsfort Terrace in order to reach St Stephen's Green. There will be two-way general traffic introduced on Earlsfort Terrace between the Hatch Street Lower Junction and St. Stephen's Green to facilitate this. This will require the northbound bus lane on Earlsfort Terrace to be made a general traffic lane. The existing left turning ban at the Earlsfort Terrace towards Stephen's Green North has been removed to facilitate the general traffic movement.

The one-way system on Sussex Road and the adjacent section of Leeson Street Upper have been retained, with a reduced number of general traffic lanes in each direction to allow for full bus and cycle lane provision and retain existing parking. The proposed junction at Fitzwilliam Place and Leeson Street Lower from the Fitzwilliam Cycle Route (Dublin City Council) has been incorporated into the Proposed Scheme, while revised junction layouts at Appian Way, Waterloo Road, and Wellington Place have been designed to improve road user throughput and safety.

The full cycle track and bus lane provision continues along Morehampton Road, where in places the cycle tracks are brought behind the tree line. This will impact a number of on-street parking bays between Wellington Place and Belmont Avenue. A 'No Right Turn' restriction has been added from Morehampton Road onto Auburn Avenue to reduce crossing point conflicts.

From Mulberry Lane to Rampart Lane the northbound bus lane has been removed to allow for two reduced width segregated cycle tracks in both directions, while the southbound bus lane has been retained along this narrow section. Signal-controlled priority at the Eglinton Terrace junction on Donnybrook Road will provide northbound bus priority over this length. The perpendicular parking spaces south of Mulberry Lane have been converted to parallel spaces, while the echelon parking spaces on the other side of the road have been retained. From Eglinton Terrace southwards to Eglinton Road a dedicated bus lane, segregated cycle track, and general traffic lane are provided in each direction. The tie in for the proposed Dodder Greenway, designed and built by others, has been included in the design at the Eglinton Road junction on Donnybrook Road.

On Donnybrook Road between Eglinton Road and Anglesea Road in the southbound direction, there is a straight ahead and left-turn lane, a straight ahead general traffic lane, a bus lane, and a cycle track provided. The northbound approach on the Stillorgan Road towards Beaver Row has a cycle track, bus lane, a combined left and ahead general traffic lane, and a right-turn lane to Ailesbury Road. Between Beaver Row and Eglinton Road there is a cycle track, bus lane, and a combined left and ahead traffic lane.

Coach laybys have been proposed at certain locations to reduce instances of loading coaches blocking the bus lane.

It is proposed that, where possible along Section 1 of the Proposed Scheme, existing kerb lines will be retained and the BusConnects Design Guide will be adhered to. Signal-controlled priority shall be employed at certain locations where full segregated bus lane provision has not been possible due to space constraints.

2.2 Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout

The existing lane configuration is maintained on the Stillorgan Road between the Beaver Row / Anglesea Road junction and Foster's Avenue, apart from the southbound on-slip at Belfield, where a continuous bus lane is now provided from the slip road to the Stillorgan Road. To achieve this, the existing southbound bus lane on the Stillorgan Road has been truncated and will require coaches, buses, and taxis using it to merge with the adjacent general traffic lane as they pass under the Belfield flyover. New continuous bus lanes will be provided on the southbound off-slip, and across the Belfield flyover. It is intended to provide segregated cycle tracks on each slip

road and a two-way segregated cycle track on the Belfield flyover. A separate cycle link will be provided to the adjacent sideroad to the east of the southbound slip roads.

On the Stillorgan Road between Seafield Road and Foster's Avenue it is intended to provide a bus lane, a one-way segregated cycle track, and two general traffic lanes in each direction. A short length of two-way segregated cycleway will be provided on each side in this area due to the proximity to UCD. This will run from Woodbine Road to Merrion Grove by the southbound carriageway, and from Foster's Avenue to the newly proposed cycle entrance into UCD opposite Seafield Road by the northbound carriageway. A short new two-way cycle track connection is provided southbound from Merrion Grove which will improve access from Coláiste Eoin / Coláiste Íosagáin to the N11 junction with Merrion Grove.

In addition, new junction layouts have been provided at RTÉ and Nutley Lane to improve road user throughout and safety. Bus stop locations and layouts have been reviewed, and in certain areas adjusted, to ensure optimum integration with interfacing services. Coach laybys have been proposed at certain locations to reduce instances of loading coaches blocking the bus lane.

The bus interchange proposals at UCD have been developed in collaboration with UCD and are coordinated with the UCD Future Campus masterplan. The UCD Bus Interchange General Arrangement drawings (BCIDB-JAC-ENV_LA-0013_IN_00-DR-LL-9001) in Volume 3 of the EIAR can be referenced in conjunction with the main drawing series for the Proposed Scheme, to provide a more detailed overview of the UCD Interchange proposals. The proposed UCD interchange is located adjacent to the Belfield interchange on the R138 Stillorgan Road (at Chainage A 4000 of the Proposed Scheme) and consists of two main operation zones. The main interchange plaza adjacent to the N11 northbound slip road will accommodate high frequency bus routes. The interchange bus islands located south of the UCD veterinary building, to the northwest of the main plaza and existing woodland, will be used for lower frequency and regional bus routes, as well as to provide overflow for the main plaza services. The interchange proposals also capture upgrade works for a shared pedestrian and cyclist commuter route along a naturally developed route through the existing woodland area. The overall site will provide 20 bus stop locations with 12 standard NTA / UCD bus shelters with no advert and finish to match UCD street furniture. Two landmark bus shelters are proposed with passenger seating area. Each shelter will serve two stops on each side of the main plaza, positioned central to the stops they serve. The shelter's cantilevered canopies provide large, covered areas of waiting, supplementing the semi-enclosed waiting rooms. 87m of seating is provided, enough for 40% of the estimated 350 peak bus patrons. They have been designed to provide a cohesive solution adjacent to UCD's proposed Future Campus masterplan development, including the proposed Arrival Plaza.

The existing lane configuration between Foster's Avenue and Wyattville Road has for the most part been retained. Junction designs along the route have been reviewed in an attempt to remove left turn filter lanes crossing cycle lanes where possible.

Between Merrion Grove and Lower Kilmacud Road it is proposed to provide a bus lane and two general traffic lanes plus a one-way segregated cycle track in each direction. A new dedicated footpath is to be provided between the Lower Kilmacud Road and the Old Dublin Road (Stillorgan), and the Old Dublin Road (Stillorgan) and Trees Road Lower junctions on both sides of the Stillorgan Road. The new southbound footpath at this location will require an extension to the existing St Laurence's Park subway, where a new toucan crossing will also be provided across the Stillorgan Road. The slip road from the Stillorgan Road on to The Hill at Stillorgan is proposed to be closed.

The northbound cycle track north of Brewery Road has been diverted on to St Brigid's Church Road, additional traffic calming and footway improvement measures are proposed along the St. Brigid's Church Road to accommodate this. A section of southbound cycle track has also been diverted on to Belmont Terrace at Galloping Green. A new pedestrian link is proposed to South Park from Bray Road in Cornelscourt, and to Shanganagh Vale from the Bray Road.

It is proposed to maintain one bus lane and two general traffic lanes in each direction between Wyattville Road and Loughlinstown Roundabout. Widening of the carriageway and a setback of existing vehicle restraint systems in front of the pedestrian footbridge will be provided on the southbound carriageway to ensure a continuous southbound bus lane through the Loughlinstown Roundabout.

Footpaths are not proposed as per existing infrastructure between the Old Bray Road and Cornelscourt Shopping Centre pedestrian bridge, and between Clonkeen Road and Johnstown Road junctions and between Johnstown Road junction and the new junction at Druid's Glen Road, as alternative walking routes exist on adjacent quieter roads.

A new footpath is proposed on either side of the Stillorgan Road at the new junction on the N11 at Druid's Glen Road which tie-in with the existing footpath towards Wyattville Road. Improvements have been made to cycle track provisions at the Wyattville Road Junction. The existing adjacent northbound Bray Road slip towards Cherrywood Road will be retained in its current two-way layout.

At the Loughlinstown Roundabout it is proposed to signalise the existing roundabout on three arms and to provide a continuous bus lane southbound through the junction towards Shankill.

In addition, new junction layouts have been proposed at all major junctions along this section to remove existing left turn slips and to provide improved cycle movements. The northbound U-turn lane has been removed at the Westminster Road junction in order to facilitate a toucan crossing.

It is proposed that existing kerb lines will be retained and that the BusConnects Design Guide will be adhered to where possible along Section 2 of the Proposed Scheme.

2.3 Loughlinstown Roundabout to Bray North (Wilford Roundabout)

Between Loughlinstown Roundabout and Stonebridge Road it is intended to provide a bus lane and general traffic lane in both directions. Where bus lanes are not continuous, Signal Controlled Bus Priority has been provided. South of Stonebridge Road up to Crinken Lane, where bus lanes are not continuous in both directions due to existing constraints, Signal Controlled Priority has been proposed to ensure bus priority. Signal Controlled Bus Priority has been proposed between the St. Anne's Church/ Corbawn Lane Junction and Rathmichael Woods in the northbound direction.

Segregated cycle tracks have not been provided between Loughlinstown Roundabout and Stonebridge Road along the Proposed Scheme. It is intended to provide a two-way cycle track from Stonebridge Road on the Dublin Road as far as the Shanganagh Road junction, and on Stonebridge Road as far as Stonebridge Lane to provide a cycle link to the two schools on Stonebridge Road.

The roundabout between the Dublin Road, Corbawn Lane, and Shanganagh Road is proposed to be upgraded to a signalised junction with new pedestrian crossing facilities and signal-controlled priority for buses. Corbawn Lane is to be an exit only junction on to Shanganagh Road. A dedicated right-turn lane is proposed from Shanganagh Road on to Beechfield Manor. A dedicated left turn lane from Shanganagh Road into Beechfield Manor is also to be provided.

The proposed design between the Shanganagh Road junction and Crinken Lane retains the existing general traffic lanes with no bus or cycle lanes, apart from a section of the northbound carriageway where a bus lane is provided from Crinken Lane to a new junction at the entrance to Olcovar. Signal-controlled priority will be provided along this section. The Quinn's Road roundabout is to be upgraded to a signalised junction, and an upgraded signalised junction is proposed at the entrance to the Olcovar development. Footpaths along the Dublin Road at Cherrington Drive and Beech Road are to be retained at their roadside location.

From Crinken Lane to the Wilford Roundabout it is proposed to provide northbound and southbound bus lanes, segregated cycle tracks and general traffic lanes. Signal-controlled priority will be used northbound from Wilford Junction for a short distance as far as Woodbrook College. Where appropriate, roadside trees shall be retained by locating the proposed footpaths and cycle tracks behind the tree line. Improved lighting and crowning of trees will be provided to enhance visibility.

New pedestrian crossings are proposed at the new junction outside Olcovar, south of Crinken Lane, south of Allies River Road, and by Crinken Church. The existing pedestrian crossing at Woodbrook College is to be moved southwards to provide a crossing point close to the relocated southbound bus stop.

At Shanganagh Park and Shanganagh Cemetery, the northbound and southbound cycle track are proposed to be diverted into the park, alongside the southbound footpath, and behind green space and existing trees to the eastern side of the carriageway between two Toucan Crossings, with a newly proposed cemetery boundary wall set back to enable the retention of the roadside tree line. New lighting and crowned trees will be provided to ensure through visibility. Playground areas will be retained in their current existing location as part of BusConnects proposals. Their final future location will be confirmed as part of the Shanganagh Park and Cemetery Masterplan (Dún Laoghaire-Rathdown County Council).

Two new residential developments are planned, with planning approval granted, at Shanganagh Castle and the Woodbrook Estate. The proposed signalised junctions for these developments and bus stops have been coordinated with the development proposals and incorporated within the design.

It is proposed that existing kerb lines will be retained and that the BusConnects Design Guide will be adhered to where possible along Section 3 of the Proposed Scheme. Bus stop locations and layouts have been reviewed, and in certain areas adjusted, to ensure optimum spacings. Coach laybys have been proposed at certain locations along the route to reduce instances of loading coaches blocking the bus lane. Coach laybys have been proposed at certain locations to reduce instances of loading coaches blocking the bus lane.

2.4 Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge)

From the M11 junction (Wilford Roundabout) to the Lower Dargle Road, it is proposed to continue with a bus lane, general traffic lane and a segregated cycle track in each direction. All junctions have been developed further to provide improved cycle movements. It is proposed to replace the Wilford Roundabout with a new signalised junction. The Corke Abbey Avenue / Old Connaught Avenue junction with the Dublin Road has been designed to cater for the proposed bus and cycle lanes, and to remove the left turn slips in and out of Corke Abbey Avenue. The design for the Upper Dargle Road junction with the Dublin Road has removed the northbound left turn slip from the Dublin Road. The junction with the new road at Chapel Lane has also been upgraded to a signalised junction, including improved cycle and pedestrian movements.

The proposed works will impact the existing Woodbrook Side Lodge, which is a heritage structure located at the southern end of the Woodbrook Estate in Bray. It is proposed to demolish the existing lodge and build a replacement lodge building further east of its present location in order to allow for road widening in that area. In order to reduce the heritage impact associated with the demolition, it is proposed to reuse some of the materials from the existing lodge within the new lodge, where practicable. Refer to the Woodbrook Side Lodge General Arrangement drawing (BCIDB-JAC-BLD_ZZ-0013_XX_01-DR-AA-0001) in Volume 3 of the EIAR for detail on the proposals to rebuild the Woodbrook Side Lodge residential property. This EIAR has assessed the impacts associated with the demolition and subsequent construction of a replacement lodge building. However, in order to ensure a worst-case scenario has been assessed, where relevant an assessment has also been done of a scenario in which the building is not replaced.

At the end of the Proposed Scheme at the tie-in to the Fran O'Toole Bridge, the northbound bus lane starts just after the Lower Dargle Road junction so the tie-in at the Proposed Scheme termination consists of a southbound bus lane and two general traffic lanes and cycle track in both direction, on the immediate Castle street approach to the Fran O'Toole Bridge, where the Proposed Scheme will end. This layout has been developed to coordinate with the proposed Bray Bridge Improvement Scheme.

It is proposed to retain the existing kerb lines wherever possible and adhere to the design standards from the Preliminary Design Guidance Booklet along Section 4 of the Proposed Scheme. Bus stop locations have been reviewed, and in certain areas adjusted, to ensure optimum spacings. Coach laybys have been proposed at certain locations along the route to reduce instances of loading coaches blocking the bus lane.

3. Legislative, Planning and Development Context

3.1 Introduction

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

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

3.2 Legislative Context

3.2.1 The Roads Act

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

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

3.2.2 Requirement for Environmental Impact Assessment under the Roads Acts

The Roads Act defines 'proposed road development' as:

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

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

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

(i) the construction of a motorway;

(ii) the construction of a busway;

(iii) the construction of a service area;

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

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

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

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

The Proposed Scheme meets the threshold as set out in Article 8 of the Road Regulations 1994 (as amended), in that it includes the realignment and/or widening of an existing road so as to provide four or more lanes, where such realigned and/or widened road is more than 500 metres in length and is in an urban area. Therefore, an EIAR is mandatory in respect of the Proposed Scheme. Table 5.1 includes a summary of the EIAR assessment for the Proposed Scheme.

3.3 International Policy

3.3.1 United Nations 2030 Agenda

In September 2015, Transforming Our World, the 2030 Agenda for Sustainable Development (the 2030 Agenda) was adopted by all 193 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.



Image 3.1: The 17 Sustainable Development Goals (Source: United Nations)

The SDGs are integrated; they recognise 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 (as set out in Table 3.1) are relevant to the Proposed Scheme.

Table 3.1: SDGs Relevant to the Proposed Scheme

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

3.3.1.1 Proposed Scheme Response

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

In Ireland, the SDGs are being implemented through the National Implementation Plan 2018-2020 (DCCA 2018), which is in direct response to the 2030 Agenda. It provides a whole-of-government approach to implement the 17 SDGs – see brief description later in the National Policy section (Section 3.5.14).

3.4 European Union Law & Policy

3.4.1 Sustainable and Smart Mobility Strategy 2020

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

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

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

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

3.4.1.1 Proposed Scheme Response

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

3.4.2 European Green Deal 2019

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

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

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

3.4.2.1 Proposed Scheme Response

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

3.5 National Policy

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

3.5.1 Project Ireland 2040 - National Planning Framework (NPF)

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

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

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

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

National Strategic Outcome	How the Proposed Scheme is supported by the NSO Objective
<p>NSO10 Access to Quality Childcare, Education and Health Services</p> <p><i>‘Good access to a range of quality education and health services, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places. Compact, smart growth in urban areas and strong and stable rural communities will enable the enhanced and effective provision of a range of accessible services.’</i></p>	<p>The Proposed Scheme provides infrastructure to support the delivery of sustainable transport that will benefit the entire community in terms of greater accessibility, capacity and speed of service improvements. The infrastructure improvements are along key arterial routes which include many of Dublin’s childcare, educational and health care services in compliance with the objectives of NSO10. Notable community services along the Proposed Scheme include:</p> <ul style="list-style-type: none"> • St Stephen’s Green, University (Newman) Church; • Energia Park (Donnybrook Stadium), Donnybrook; • University College Dublin, Donnybrook; • St John of God Hospital, Kilmacud – Stillorgan; • Kilbogget Park, Cabinteely / Johnstown – Killiney; • St. Columille’s Hospital, Shankill; and • Shanganagh Park, Shankill

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

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

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

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

3.5.1.1 Proposed Scheme Response

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

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

3.5.2 Project Ireland 2040 - National Development Plan 2021 - 2030

Project Ireland 2040 is the government’s long-term overarching strategy to make Ireland a better country for all its people. The National Development Plan (hereafter referred to as the NDP) (Government of Ireland 2021a) and the National Planning Framework (hereafter referred to as 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 National Strategic Outcomes (NSO's) identified in the NPF, and described in Section 3.5.1 as applicable to the Proposed Scheme. The NDP under Section 4.1 (National Strategic Outcomes) sets out *'This National Development Plan will incorporate a total public investment of €165 billion over the period 2021-2030.'*

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

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

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

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

It continues:

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

It further states:

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

It also highlights that:

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

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

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

'This NDP represents a step-change in the approach towards funding active travel in Ireland. Over the next 10 years approximately €360 million per annum will be invested in walking and cycling infrastructure in cities, town and villages across the country, including Greenways.' It continues *'The investment*

proposed for the major urban centres over the next 5 years will target over 700km of improved walking and cycling infrastructure delivered across the five cities.'

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

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

It also sets out that:

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

3.5.2.1 Revised National Development Plan

It is noted that the explanatory text under each National Strategic Outcome (NSO) within the NPF has not been fully replicated within the revised NDP. The table below sets out some changes in the explanatory wording of each applicable NSO between the NPF and the revised NDP.

Table 3.3: NSO Objective Differences NPF and Revised NDP

NPF National Strategic Outcome (NSO)	Revised NDP NSO Explanatory Text	Consideration of Explanatory Text Changes Between NPF and Revised NDP
<p>NSO1 Compact Growth <i>'Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.'</i></p>	<p>NSO1 Compact Growth <i>'Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of being developed to provide housing, jobs, amenities and community services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.'</i></p>	<p>The explanatory text in the revised NDP mostly mirrors that within the NPF. The only change is the insertion of the word 'community' when it refers to services that have the potential to be developed within urban settlement 'potential development areas'.</p>
<p>NSO2 Enhanced Regional Accessibility <i>'A co-priority is to enhance accessibility between key urban centres of population and their regions. This means ensuring that all regions and urban areas in the country have a high degree of accessibility to Dublin, as well as to each other. Not every route has to look east and so accessibility and connectivity between places like Cork and Limerick, to give one example, and through the Atlantic Economic Corridor to Galway as well as access to the North-West is essential.'</i></p>	<p>NSO2 Enhanced Regional Accessibility The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'This National Strategic Outcome seeks to enhance intra-regional accessibility through improving transport links between key urban centres of population and their respective regions, as well as improving transport links between the regions themselves.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO2 and emphasises improving transport links as a means to enhancing intra-regional accessibility.</p>

NPF National Strategic Outcome (NSO)	Revised NDP NSO Explanatory Text	Consideration of Explanatory Text Changes Between NPF and Revised NDP
<p>NSO4 Sustainable Mobility <i>'In line with Ireland's Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.'</i></p>	<p>NSO4: Sustainable Mobility The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'The National Planning Framework (NPF) recognizes the importance of significant investment in sustainable mobility (active travel and public transport) networks if the NPF population growth targets are to be achieved. Investing in high-quality sustainable mobility will improve citizens' quality of life, support our transition to a low-carbon society and enhance our economic competitiveness.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO4 and includes added emphasis on active travel and public transport as a means to support Ireland's transition to a <i>'low-carbon society and enhance our economic competitiveness.'</i></p>
<p>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills <i>'This will depend on creating places that can foster enterprise and innovation and attract investment and talent. It can be achieved by building regional economic drivers and by supporting opportunities to diversify and strengthen the rural economy, to leverage the potential of places. Delivering this outcome will require the coordination of growth and place making with investment in world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness and enterprise growth.'</i></p>	<p>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'A competitive, innovative and resilient enterprise base is essential to provide high-quality jobs and employment opportunities for people to live and prosper in all regions. The next decade will see profound changes in our economy and society. While the impacts of Brexit and the Covid-19 pandemic will continue to challenge businesses in the first part of the decade, the digitization of entire sectors and the transition to a low-carbon economy will be even more transformative.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO5 and places added emphasis on providing high quality jobs and employment opportunities. In addition, it acknowledges the impacts of Brexit, COVID-19, digitization and the transition to a <i>'low carbon economy'</i>.</p>
<p>NSO6 High-Quality International Connectivity <i>'This is crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in our ports and airports in line with sectoral priorities already defined through National Ports Policy and National Aviation Policy and signature projects such as the second runway for Dublin Airport and the Port of Cork - Ringaskiddy Redevelopment.'</i></p>	<p>NSO6 High-Quality International Connectivity The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'As an island, continued investment in our port and airport connections to the UK, the EU and the rest of the world, is integral to underpinning international competitiveness. It is also central to responding to the challenges as well as the opportunities arising from Brexit.'</i> It also comments <i>'Plans for strengthening surface connectivity to ports and airports will continue to be prioritised.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO6 and includes in the explanatory text not only aims to improve international connections via airports and ports but also the need to enhance the <i>'surface connectivity'</i> to same.</p>
<p>NSO7 Enhanced Amenity and Heritage <i>'This will ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism and trails such as greenways, blueways and peatways. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.'</i></p>	<p>NSO7 Enhanced Amenity and Heritage The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'Investment in our heritage has the dual benefit of protecting our natural and historic built environment while improving health, wellbeing and providing a catalyst for the economy through the development of recreational activities and the expansion of tourism as appropriate within heritage sites. Keeping this national tourism product intact, enhanced, developed and promoted will help secure the long-term viability of sustainable tourism incomes and will need to be a priority going forward.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO7.</p>

NPF National Strategic Outcome (NSO)	Revised NDP NSO Explanatory Text	Consideration of Explanatory Text Changes Between NPF and Revised NDP
<p>NSO8 Transition to a Low Carbon and Climate Resilient Society</p> <p><i>'The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework. New energy systems and transmission grids will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave and solar and connecting the richest sources of that energy to the major sources of demand.'</i></p>	<p>NSO8 Transition to a Climate-Neutral and Climate-Resilient Society</p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p> <p><i>'The next 10 years are critical if we are to address the climate crisis and ensure a safe and bright future for the planet, and all of us on it. In Ireland we have significantly stepped up our climate ambition. The Climate Action and Low Carbon Development (Amendment) Act 2021 commits us to a 51% reduction in our overall greenhouse gas emissions by 2030, and to achieving net zero emissions no later than by 2050.'</i></p> <p><i>'The investment priorities included in this chapter must be delivered to meet the targets set out in the current and future Climate Action Plans, and to achieve our climate objectives. The investment priorities represent a decisive shift towards the achievement of a decarbonized society, demonstrating the Government's unequivocal commitment to securing a carbon neutral future.'</i></p>	<p>The revised NDP has changed the NPF wording for NSO8 and replaces 'low carbon' with 'climate neutral'. Climate neutral implies removing all greenhouse gases to zero which appears to be a greater government commitment than to aspire to a 'low carbon' society.</p> <p>The revised NDP refers to the 'climate crisis' and the carbon reduction commitments made within the Climate Action and Low Carbon Development (Amendment) Act 2021. This new legislation places a greater sense of urgency and importance on addressing climate change.</p>
<p>NSO9 Sustainable Management of Water, Waste and other Environmental Resources</p> <p><i>'Ireland has abundant natural and environmental resources such as our water sources that are critical to our environmental and economic wellbeing into the future. Conserving and enhancing the quality of these resources will also become more important in a crowded and competitive world as well as our capacity to create beneficial uses from products previously considered as waste, creating circular economic benefits.'</i></p>	<p>NSO9 Sustainable Management of Water and Other Environmental Resources</p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p> <p><i>'In a Circular Economy, the inherent value of products, materials and our natural resources is maintained for as long as possible. Additionally, the NPF highlights the centrality of our sustainable water resources to the implementation of the NPF to underpin our environmental and economic well-being into the future which is against the backdrop of the significant deficits in water services capacity and quality reflecting historic underinvestment.'</i></p>	<p>The revised NDP omits the word 'waste' from NSO9 but otherwise maintains the objectives of NPF NSO9. The need for a circular economy is re-emphasised within the revised NDP.</p>
<p>NSO10 Access to Quality Childcare, Education and Health Services</p> <p><i>'Good access to a range of quality education and health services, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places. Compact, smart growth in urban areas and strong and stable rural communities will enable the enhanced and effective provision of a range of accessible services.'</i></p>	<p>NSO10 Access to Quality Childcare, Education and Health Services</p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p> <p><i>'Access to quality primary education, health services and childcare, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO10.</p>

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

3.5.2.2 Proposed Scheme Response

The Proposed Scheme forming part of the CBC Infrastructure Works within the overall BusConnects Programme is therefore identified as a component of a 'Strategic Investment Priority', with an associated investment commitment, which has been determined as central to the delivery of the NPF vision. The Proposed Scheme is an integral part of Ireland's policy to reduce emissions by providing the infrastructure necessary to deliver a

sustainable transport network. The Proposed Scheme will facilitate continued planned and forecasted population growth in the GDA and along the route of the Proposed Scheme by meeting existing and future travel demand through investment in a sustainable transport network and services. As required in the NDP, the Proposed Scheme will provide the infrastructure needed to help facilitate a modal shift from private car to public transport, cycling and walking. It will also bring to fruition a 'Strategic Investment Priority' of the NDP to help deliver the full 'BusConnects programme'.

3.5.3 National Investment Framework for Transport in Ireland

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

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

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

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

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

Modal Hierarchy

NIFTI Modal Hierarchy is:

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

The plan states that future transport planning will prioritise sustainable modes and

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

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

Intervention Hierarchy

NIFTI Intervention Hierarchy is:

1. Maintain;
2. Optimise;

3. Improve; and
4. New.

NIFTI states that:

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

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

3.5.3.1 Proposed Scheme Response

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

3.5.4 Department of Transport: Statement of Strategy 2021 – 2023

The Statement of Strategy (DoT 2021b) sets out goals and strategic approach which are designed to support continuing economic recovery, fiscal consolidation, job creation and social development. It notes that:

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

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

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

3.5.4.1 Proposed Scheme Response

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

3.5.5 National Sustainable Mobility Policy

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

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

The Policy includes three key principles, as follows:

- 1) Safe and Green Mobility;

- 2) People Focused Mobility; and
- 3) Better Integrated Mobility.

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

The foreword of the policy document comments, as follows:

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

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

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

It further comments:

'There is a need to rebalance transport movement in metropolitan areas and other urban centres away from the private car and towards active travel and public transport. This will require a greater allocation of available road/street space to be given to sustainable mobility. In addition, a rebalancing of traffic light 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.'

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

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

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

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

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

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

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

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

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

It also outlines that:

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

It also comments that:

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

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

Table 3.4: National Sustainable Mobility Policy Principles and Goals

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

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

3.5.5.1 Proposed Scheme Response

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

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

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

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

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

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

In regard to Public Transport, it sets out that:

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

It further comments that:

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

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

Table 3.5: Key Goals - Smarter Travel

Key Goals	How the Proposed Scheme meets the Key Goals of Smarter Travel
<i>'Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport'</i>	More bus shelters, seating, accessible footways and bus infrastructure will be provided to make the bus transit experience more accessible for users of all abilities and ages. Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.
<i>'Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks'</i>	Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures.
<i>'Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions'</i>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIAR has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>The embodied carbon emissions associated with the Construction Phase of the Proposed Scheme will be short-term and temporary in nature. Nevertheless, the impact on CO₂e emissions, after mitigation, due to the embodied carbon associated with the Construction Phase of the Proposed Scheme will be Negative, Minor and Short-Term. Although the impact rating post-mitigation is the same as pre-mitigation, the mitigation measures proposed will have the effect of reducing carbon emissions during the Construction Phase. The maintenance CO₂e emissions associated with the Operational Phase of the Proposed Scheme, after mitigation, is predicted to be Negligible and Permanent. The operational traffic CO₂e emissions associated with the Operational Phase of the Proposed Scheme is predicted to be Negative, Minor and Permanent. Overall, when the carbon emissions associated with the maintenance phase and the Operational Phase are combined, the net GHG emissions will be Negative, Minor and Permanent. Thus, the residual impact from Operational Phase traffic as a result of the Proposed Scheme will be Negative, Minor and Permanent.</p> <p>The Proposed Scheme will however support the delivery of government strategies outlined in the 2023 CAP (DCCA 2022) and the 2021 Climate Act by enabling sustainable mobility and delivering a sustainable transport system. The Proposed Scheme will provide connectivity and integration with other public transport services leading to more people availing of public transport, helping to further reduce GHG emissions.</p>
<i>'Reduce overall travel demand and commuting distances travelled by the private car'</i>	The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.
<i>'Improve security of energy supply by reducing dependency on imported fossil fuels'</i>	The Proposed Scheme aligns with the goal as it is providing the infrastructure necessary to facilitate sustainable transport.

3.5.6.1 Proposed Scheme Response

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

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

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

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

Table 3.6: NCPF Intervention and Objectives

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

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

3.5.7.1 Proposed Scheme Response

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

3.5.8 Road Safety Strategy 2021 - 2030

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

The Strategy acknowledges that:

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

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

3.5.8.1 Proposed Scheme Response

The Proposed Scheme will provide the infrastructure necessary to facilitate a public transport network which the Strategy acknowledges is a 'safer mode' of travel. The Proposed Scheme will contribute to improved road safety through improvement works at key junctions and upgrades to the pedestrian and cycling infrastructure along the

route. The Proposed Scheme provides for significant additional segregation between active travel users and the public road to help enhance safety.

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

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

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

3.5.9.1 Proposed Scheme Response

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

3.5.10 Climate Action Plan 2021

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

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

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

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

The key targets to meet the emissions reduction include:

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

ICE reduction measures include:

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

¹ Internal Combustion Engine

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

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

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

Table 3.7: Climate Action Plan 2021 Transport Actions

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

3.5.10.1 Proposed Scheme Response

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

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

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

3.5.11 Climate Action Plan 2023

The Climate Action Plan 2023 (Government of Ireland 2023) is the second update to Ireland’s Climate Action Plan 2019 (Government of Ireland 2019) and was launched on 21 December 2022. The Climate Action Plan 2023 sets out the sectoral emissions ceilings and the implementation of carbon budgets. The Climate Action Plan 2023 is a roadmap to deliver a halving of Irelands emissions by 2030.

The transport sector has an aim of a 50% reduction in emissions by 2030. The ‘Avoid’ (reduce or avoid the need for travel – land use planning), ‘Shift’ (Shift to more environmentally friendly modes – public transport, active travel), ‘Improve’ (Improve the energy efficiency of vehicle technology- vehicle efficiency, clean fuels) approach has been adopted to help achieve these targets. The Climate Action Plan 2021 (Government of Ireland 2021b)

targets have been updated to include ‘a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share’

Section 15.2.2 ‘Recalibration of the Decarbonisation Pathway for Transport’ states that the NTA Modelling team revalidated and recalibrated the decarbonisation pathway for the Climate Action Plan. It goes on to say that this exercise ‘identified additional measures to delivering 50% emissions abatement by 2030.’ It further outlines that: ‘The range of measures modelled includes known public transport schemes as set out in the National Development Plan (NDP); (inter alia) further acceleration of road space reallocation towards public and active travel modes; car-free urban centres’.

Section 15.3.3 ‘Avoid and Shift’ sets out the following:

‘Greater prioritisation and reallocation of existing road space towards public transport and active travel will be a key supporting element for the new DMS. This already forms a crucial element of the BusConnects programme in each of our five cities. It is also a key recommendation from the OECD’s Redesigning Ireland’s Transport for Net Zero report.’

Section 15.3.3 ‘Shift’ outlines the following in regard to ‘Major Public Transport Infrastructure Programme’:

‘Key milestones have already been achieved on major infrastructural projects, including BusConnects in each of our 5 cities and the Greater Dublin Area’s DART+ Programme and Metrolink, which will continue to be progressed through public consultations and the planning systems.’

Table 15.7 ‘Key Actions to Deliver Abatement in Transport for the Period 2023-2025’ includes under the measure ‘Major Public Transport Infrastructure Programme’ and the heading ‘Shift’ (inter alia) to ‘Advance BusConnects programme in 5 cities’ under the actions for 2023, 2024 and 2025.

Table 3.8 sets out relevant Actions and how the Proposed Scheme is in line with same.

Table 3.8: Climate Action Plan 2023 Transport Actions

Action Number	Action	How the Proposed Scheme Meets the Action
TR/23/27	<i>‘Pedestrian enhancement plans developed for five metropolitan areas’</i>	The Proposed Scheme aligns with the objective as it has ensured that the urban realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible.
TR/23/29	<i>‘Advance roll-out of 1,000 km walking/cycling infrastructure’</i>	The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor. The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.
TR/23/35	<i>‘Advance BusConnects programme in 5 cities’</i>	BusConnects Dublin Programme is the NTA’s programme to greatly improve bus services in the GDA of which the Proposed Scheme is part.

3.5.11.1 Proposed Scheme response

The delivery of the Proposed Scheme will provide the transport infrastructure required to deliver sustainable transport options that will support the key actions set out in the Climate Action Plan 2023. The Proposed Scheme will expand, enhance and connect to pedestrian and cycle networks and will assist in facilitating modal shift. It is clear that the targets set out within the Climate Action Plan 2023 are closely linked to the delivery of key transport infrastructure projects, such as the BusConnects Programme, and therefore, the Proposed Scheme.

3.5.12 Programme for Government – Our Shared Future 2020

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

- 'Address pinch points for buses and expand priority signaling for buses and real time information; and
- Give greater priority to bus services by expanding quality bus corridors and consider the introduction of Bus Rapid Transport services.'

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

3.5.12.1 Proposed Scheme Response

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

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

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

This report identifies the need to improve public transport facilities, noting:

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

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

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

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

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

3.5.13.1 Proposed Scheme Response

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

3.5.14 The Sustainable Development Goals National Implementation Plan 2022 – 2040

The UN's 2030 Agenda aims to deliver a more sustainable, prosperous, and peaceful future for the entire world. The Sustainable Development Goals National Implementation Plan 2022 - 2040 (hereafter referred to as the

second SDG National Implementation Plan) (Government of Ireland 2022) is in direct response to the 2030 Agenda and provides a whole-of-government approach to implement the 17 Sustainable Development Goals (SDGs).

Ireland's second SDG National Implementation Plan sets out 5 strategic objectives to further develop SDG implementation over the duration of the second SDG National Implementation Plan. Goals 9 and 11 are particularly relevant to the Proposed Scheme. These are set out in Table 3.9.

Table 3.9: Sustainable Development Goals and Targets Aligned with the Proposed Scheme

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

3.5.14.1 Proposed Scheme Response

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

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

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

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

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

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

The key principles for land transport investment proposals are:

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

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

3.5.15.1 Proposed Scheme Response

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

3.6 Regional Policy

3.6.1 Transport Strategy for the Greater Dublin Area 2016 – 2035

The 2016 GDA Transport Strategy (NTA 2016) was prepared in accordance with Section 12 of Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended) and was approved in April 2016 by the then Minister for Transport, Tourism and Sport. The 2016 GDA Transport Strategy (NTA 2016) has recently (January 2023) been superseded by the Greater Dublin Area Transport Strategy 2022 -2042 (hereafter referred to as the 2022 GDA Transport Strategy) (NTA 2022b). However, it has been kept within this Report to provide context and due to the fact that numerous other 'live' Plans and Strategies reference the 2016 GDA Transport Strategy.

The 2016 GDA Transport Strategy is an essential component for the orderly development of the GDA over the next 20 years. The purpose and primary objective of the 2016 GDA Transport Strategy is *'to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods'*.

The 2016 GDA Transport Strategy sets out the necessary transport provisions, for the period up to 2035, to achieve the above objective for the region.

As part of the 2016 GDA Transport Strategy, the Core Bus Network is to be developed to achieve a continuous priority for bus movement on sections of the Core Bus Network within the Metropolitan area. This is to be achieved through enhanced bus lane provisions and the removal of delays along the routes to enable the bus to provide a faster mode of transport than the private car along these routes.

The 2016 GDA Transport Strategy highlighted Core Radial Bus Networks under the heading *'Bus Infrastructure'* and set out that:

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

Section 5.6 of the 2016 GDA Transport Strategy set out cycle policy in the GDA. The routes identified in the 2016 GDA Transport Strategy are those established in the GDACNP 2013 (NTA 2013).

The provisions of the 2016 GDA Transport Strategy (including bus-based transport modes) were evaluated for potential significant effects, and measures integrated into the 2016 GDA Transport Strategy on foot of SEA recommendations in order to ensure that potential adverse effects were mitigated.

3.6.1.1 Proposed Scheme Response

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

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

The NTA is required to prepare a series of ‘Integrated Implementation Plans’ (for the GDA Transport Strategy) (NTA 2016) under Section 13(1) of the Dublin Transport Authority Act 2008 (as amended). These plans set out the transport planning investment priorities over a six-year period. The most recent Integrated Implementation Plan 2019 – 2024 (hereafter referred to as the 2019 Implementation Plan) (NTA 2019) was published in December 2019. An SEA and AA was prepared as part of the Implementation Plan process.

An Integrated Implementation Plan is required to comprise ‘*inter alia*’;

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

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

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

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

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

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

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

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

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

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

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

3.6.2.1 Proposed Scheme Response

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

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

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

3.6.3 Greater Dublin Area Transport Strategy 2022 – 2042

The 2022 GDA Transport Strategy (NTA 2022) was published for consultation on the 9 November 2021 and has been prepared in accordance with Section 12 of Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended). It was adopted in January 2023 and replaces the previous 2016 GDA Transport Strategy (NTA 2016). Under Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended), the NTA must review its Transport Strategy every six years. The 2022 GDA Transport Strategy is considered to be an essential component for the orderly development of the GDA for the next 20 years. The overall aim of the 2022 GDA Transport Strategy is '*To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy*'. A key focus of the 2022 GDA Transport Strategy is to enable increased use of other transport modes to meet environmental, economic and social objectives related to emissions, congestion and car dependency. It sets a clear direction towards a 50% reduction in CO₂ (carbon dioxide) emissions within the GDA by 2030.

Section 1 'Introduction' reaffirms that '*Investment in bus priority and bus service improvements – BusConnects Dublin*' is a '*Major Project provided for in the strategy*'.

The NTA priorities are set out, as follows:

1. 'Priority 1. '*Undertake strategic transport planning seeking the optimal alignment of land use and transport policy and practice, enabling an increased proportion of travel by sustainable transport modes*';
2. Priority 2. '*Promote the use of more sustainable modes of transport*'; and
3. Priority 3. '*Implement an effective infrastructure investment programme that delivers sustainable and public transport infrastructure in a cost effective manner.*'

The 2022 GDA Transport Strategy includes four objectives, as follows:

1. An enhanced natural and built environment – '*To create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, increasing walking, cycling and public transport use, and reducing car dependency.*';

2. Connected communities and better quality of life – *‘To enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling.’;*
3. A strong sustainable Economy – *‘To support sustainable economic activity and growth by improving the opportunity for people to travel for work or business where and when they need to, and facilitating the efficient movement of goods.’;* and
4. An Inclusive Transport System – *‘To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.’*

Similar to the approach adopted under the Climate Action Plan 2023 (Government of Ireland 2023), as set out further in Section 3.5.11 the 2022 GDA Transport Strategy references the ‘Avoid’, ‘Shift’ and ‘Improve’ concept/principles in integrated land use and transport planning and the measures within the 2022 GDA Transport Strategy have been categorised under these three headings / themes.

The 2022 GDA Transport Strategy sets out the progress made on the previous 2016 GDA Transport Strategy which includes under section 2.3 ‘Bus’, the commencement of BusConnects Dublin is *‘the largest ever investment programme’* in the NTA bus network. Specific reference is made in section 2.7 ‘Forthcoming Schemes’, to the first tranche of planning applications for the BusConnects Dublin CBCs having been lodged with An Bord Pleanála and that further applications are to follow. It also states that *‘BusConnects Dublin new services network – implementation has commenced and will continue throughout 2022, 2023 and into 2024’*.

Section 9.3 ‘International Gateways’ comments that:

‘This strategy incorporates MetroLink, BusConnects Dublin and demand management measures which will enhance and protect essential access to Dublin Airport, and ensure that it will operate in a sustainable fashion in terms of landside transport.’

Section 9.4 ‘Design and Planning of Schemes’ sets out that:

‘In designing and planning transport infrastructure schemes, it can be tempting for agencies, stakeholders and the public to focus on the one primary objective of the scheme, without giving due attention to the myriad other aspects which need to be considered and the wider benefits which may accrue. Examples of this include the step-change in the quality of the cycle network proposed as part of BusConnects Dublin.’

Section 9.5.2 ‘Major Interchange Facilities/Mobility Hubs’ references that *‘Under BusConnects Dublin, a number of interchanges are currently in development and as the DART+ and light rail projects currently being designed are progressed, additional facilities will be developed.’* It further comments that *‘Dublin Airport also comprises a major interchange facility with multiple bus services converging at this location, as well as a major taxi facility. This interchange will be enhanced through the delivery of MetroLink and improved local and orbital bus services as part of BusConnects.’* It continues at section 9.5.3 in regard to ‘Other Interchanges’ that *‘With the introduction of significantly enhanced orbital bus services as part of BusConnects Dublin, it is anticipated that the role of interchange will increase.’*

The 2022 GDA Transport Strategy considers the road user hierarchy to encourage the use of sustainable transport. The pedestrian is placed at the top of the hierarchy. Due to the larger number of users that can use public transport, it needs to be prioritised over the private car in the design of the transport networks.

In addition to the above, under the heading ‘Metropolitan Area Strategic Plan’, reference is made to a selection of enabling transport infrastructure including (inter alia); *‘City Centre Area within the M50’*.

The 2022 GDA Transport Strategy sets out a range of measures and those of relevance to the Proposed Scheme are outlined in Table 3.10.

Table 3.10: 2022 GDA Transport Strategy Measures

Measure Number	Measure	How the Proposed Scheme Meets the Measure
PLAN2 – The Road User Hierarchy	<i>'The NTA, in the decision-making process around the design, planning and funding of transport schemes in the GDA, will be guided by the priority afforded to each mode in the Road User Hierarchy as set out in the Transport Strategy.'</i>	The Proposed Scheme aligns with the measure as it will promote modal shift from private car to more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.
PLAN14 - Urban Design in Major Infrastructure Projects	<i>'The NTA will incorporate a high standard of urban design and placemaking, taking into account architectural heritage, into the planning and design of all major public transport infrastructure schemes, and will consider how greater biodiversity can be fostered.'</i>	The overall landscape and urban realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the urban realm and landscape. All the plants and trees selected will be native species, appropriate to the location. The enhancement opportunities include key nodal locations which focus on locally upgrading the quality of the paving materials, extending planting, decluttering of streetscape and general placemaking along the route.
Measure PLAN15 – Urban Design in Walking and Cycling Projects	<i>'In the design, planning and prioritisation of walking and cycling schemes, the NTA and the local authorities will ensure the incorporation of urban design and placemaking considerations, taking into account architectural heritage, and will consider how greater biodiversity could be fostered.'</i>	The overall landscape and urban realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional, and accessible places for people alongside the core bus and cycle facilities. Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.
Measure PLAN16 – Reallocation of Road Space	<i>'The NTA, in conjunction with the local authorities, will seek the reallocation of road space in appropriate locations in Dublin City Centre, Metropolitan towns and villages, and towns and villages across the GDA in accordance with the road user hierarchy, in order to prioritise walking, cycling and public transport use and prioritise the placemaking functions of the urban street network.'</i>	The Proposed Scheme will support integrated sustainable transport usage through road space reallocation in support of infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.
Measure INT3 – Integration of all Modes in Transport Schemes	<i>'It is the intention of the NTA, in the design and planning of transport schemes, to ensure that the needs of all transport modes are considered, as appropriate, based on the objectives of the scheme and on the road user hierarchy.'</i>	The Proposed Scheme aligns with the measure as it will service the current and future transport needs of Dublin. It will enhance active travel networks and thus encourage the use of these modes reducing reliance on the private car.
Measure INT6 - Interchange	<i>'It is the intention of the NTA, in conjunction with local authorities and transport operators, to ensure that passengers wishing to change between services on the transport network are provided with as safe, convenient and seamless interchange experience.'</i>	The Proposed Scheme aligns with the measure as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.

Measure Number	Measure	How the Proposed Scheme Meets the Measure
Measure INT19 – Travelling at Night	<i>‘The NTA will work with transport operators, local authorities and An Gard Síochána to improve security and perceptions of security for people using public transport, and walking and cycling at night by improving lighting at public transport stops and stations and along access points to and from stops, assisting local authorities to design in passive surveillance and high quality lighting along pedestrian routes, and to reduce anti-social behaviour around stops and stations.’</i>	<p>The Proposed Scheme aligns with the measure as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. These include:</p> <ul style="list-style-type: none"> Existing Dublin Bus services at numerous locations along the route; Services accessing the proposed UCD Interchange facility; Greater Dublin Area Cycle Network Plan (GDACNP); Proposed Woodbrook DART station; Luas Green Extension; Dublin Metrolink; Interface with New Proposed Dublin Area Bus Network Re-Design; Interface with Park and Ride Facilities; and Interface with Adjacent BusConnects CBC Schemes.
Measure INT20 – Accessible Infrastructure	<i>‘During the period of the Transport Strategy, the NTA will ensure that public transport infrastructure, and facilities in the GDA are made accessible for all users, and that additional resources for the maintenance and repair of lifts are made available.’</i>	<p>The Proposed Scheme has been designed to include:</p> <ul style="list-style-type: none"> More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.
Measure INT25 – Construction Management	<i>‘The NTA, in conjunction with the local authorities, TII, Irish Rail, and other agencies will ensure that the level of disruption to the transport system and to wider activity throughout the region will be minimized, and that up-to-date travel information is provided during the construction of transport infrastructure projects.’</i>	<p>The Construction Travel Management Plan (CTMP) of the Proposed Scheme will help to ensure that disruption is minimised, with access to houses and businesses maintained.</p>
Measure WALK2 – Improved Footpaths	<i>‘The NTA, in conjunction with local authorities, will implement footpath improvement schemes across the GDA where required throughout the period of the Transport Strategy in order to ensure that they are of sufficient width, adequately lit, serve both sides of the road in urban areas (in most cases), are of good quality surfacing, provide for seating at appropriate locations, and are free of unnecessary clutter. Footpaths will also be maintained and improved in a manner which contributes positively to the public realm.’</i>	<p>Along the Proposed Scheme improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm. Several urban realm upgrades, including widened footpaths, high quality hard and soft landscaping and street furniture will be provided in areas of high activity to contribute towards a safer, more attractive environment for pedestrians.</p>
Measure WALK4 – Improved Junctions	<i>‘The NTA, in conjunction with local authorities, will implement junction improvements across the GDA as follows:</i> <ul style="list-style-type: none"> <i>To enhance safety at junctions, a programme of “narrowing” junctions by reducing kerb-line radii will be undertaken as a means of managing vehicular speeds; and</i> <i>To enhance movement by pedestrians and cyclists, a programme of removal of slip lanes will be undertaken at appropriate locations, together with consideration of junction signaling changes to better balance the use of the junction between motorised and vulnerable modes, and in urban areas, junctions will be designed so as footpaths on side roads will be carried through at-grade, where practicable and safe to do so.’</i> 	<p>The Proposed Scheme will provide infrastructure that will support sustainable transport and will improve the safety of road users through junction improvement and the segregation of road vehicles and active travel modes, where possible.</p> <p>The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel (e.g. walking, cycling and public transport) by prioritising the space and time allocated to these modes within the operation of a junction.</p>

Measure Number	Measure	How the Proposed Scheme Meets the Measure
Measure WALK9 – Disabled People	<i>'Local authorities in the GDA and the NTA will take full account of disabled people and pedestrians with mobility impairments when delivering transport schemes which affect the pedestrian environment; and will implement improvements to existing facilities where appropriate and encourage the enforcement of the Road Traffic Laws in this regard.'</i>	<p>A Disability Audit of the existing environment and proposed draft preliminary design for the corridor was undertaken. The Audit provided a description of the key accessibility features and potential barriers to disabled people based on the Universal Design standards of good practice. The Audit was undertaken in the early design stages with the view to implementing any key measures identified as part of the design development process. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation, where possible.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> • The interaction between pedestrians, cyclists, and buses at bus stops. The Proposed Scheme has prioritised the use of island bus stops, including signal call button for crossing of cycle tracks, to manage the interaction between the various modes with the view to providing a balanced safe solution for all modes; and • Clear segregation of modes at key interaction points along the Proposed Scheme which was highlighted as a potential mobility constraint in the Audit.
Measure CYC1 – GDA Cycle Network	<i>'It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.'</i>	The Proposed Scheme aligns with the policy objective as it will provide segregated cycling facilities along the Proposed Scheme route in both directions. These high-quality cycle tracks will generally be 2m in width, where feasible, offering a high level of service and help to reduce dependency on private car use for short journeys.
Measure CYC5 – Cycle Parking	<i>'It is the intention of the NTA to deliver, through the statutory planning process and liaison with relevant stakeholders, high quality cycle parking at origins and destinations, serving the full spectrum of cyclists including users of non-standard cycles.'</i>	Cycle parking will be provided at Island Bus Stops throughout the Proposed Scheme.
Measure CYC14 – Supporting Measures for Cycling	<i>'The NTA will monitor new developments related to supporting measures for cycling including emerging technologies, infrastructure, policies and programmes, with a view to their implementation in the GDA.'</i>	The Proposed Scheme has been designed in line with guidance documents and design standards relating to the design of urban streets, cycling facilities and urban realm.
Measure PT2 – Climate Proofing New Public Transport Infrastructure	<i>'The NTA will ensure that all new public transport infrastructure is proofed for resilience against the potential impacts arising from climate change.'</i>	The Proposed Scheme aligns with the measure as it comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. Design principles included exploring opportunities for sustainable urban realm and landscape design responses such as sustainable drainage systems (SuDS), species rich planting and reusing materials, where possible. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS measures were designed to provide sufficient storage to ensure no increase in existing runoff rates.
Measure BUS1 – Core Bus Corridor Programme	<i>'Subject to receipt of statutory consents, it is the intention of the NTA to implement the 12 Core Bus Corridors as set out in the BusConnects Dublin programme.'</i>	The Proposed Scheme is part of the BusConnects programme to enhance bus services and active travel options in the GDA.
Measure BUS12 – New Bus Stops and Shelters	<i>'It is the intention of the NTA to continue to roll-out the programme of bus stop and shelter provision, and to monitor potential for further expansion and upgrade during the lifetime of the strategy.'</i>	The Proposed Scheme includes additional bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users.

Measure Number	Measure	How the Proposed Scheme Meets the Measure
Measure ROAD13 – Roadspace Reallocation	<p><i>'The local authorities and the NTA will implement programme of roadspace reallocation from use by general traffic or as parking to exclusive use by sustainable modes as appropriate, as a means of achieving the following:</i></p> <ul style="list-style-type: none"> <i>Providing sufficient capacity for sustainable modes;</i> <i>Improving safety for pedestrians and cyclists; and</i> <p><i>Encouraging mode shift from the private car and reducing emissions'</i></p>	<p>The Proposed Scheme will reallocate road space for continuous and segregated bus priority and cycling infrastructure from Leeson Street to Loughlinstown Roundabout, and again from Shanganagh Park to Fran O'Toole Bridge in Bray, with varying amounts of road space reallocation through Shankill to provide bus priority and improved cycle safety where full segregation is not possible due to constraints. It will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport.</p>
Measure TM2 – Management of Urban Centres	<p><i>'The NTA and relevant local authorities, in collaboration, will deliver the public transport, cycling and walking networks, and public realm that are required to serve local centres, and to facilitate a post-Covid recovery based on sustainable transport.'</i></p>	<p>The Proposed Scheme aligns with the measure as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling).</p> <p>The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design, where possible.</p>
Measure Climate3	<p><i>'Through the implementation of the full measures set out in this strategy, in combination with the plans and programmes of Government, the NTA will contribute to a reduction in CO₂ emissions from transport in the GDA to below 1 MtCO_{2eq} by 2042.'</i></p>	<p>The Proposed Scheme aligns with the objective through the development of transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in greenhouse gas emissions, beyond those reported in the assessment. The Proposed Scheme has the potential to reduce greenhouse gas emissions equivalent to the removal of approximately 6,030 and 9,140 car trips per weekday from the road network in 2028 and 2043 respectively. This represents a significant contribution towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in the Climate Action Plan 2023 (Government of Ireland 2023).</p>

The revised 2022 GDACNP (NTA 2022b) forms part of the 2022 GDA Transport Strategy (see Section 3.6.5 below).

The 2022 GDACNP aims to:

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

3.6.3.1 Proposed Scheme Response

The GDA Transport Strategy 2022 - 2042 (NTA 2022) puts the delivery of Dublin BusConnects, of which the Proposed Scheme is part, at the heart of its objectives. There is added emphasis on the delivery of public transport, active travel and enhanced accessibility to sustainable modes of transport, all of which the Proposed Scheme will help to deliver.

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

The principal purpose of the Eastern and Midland Regional Assembly (EMRA) Regional Spatial Economic Strategy for the Eastern and Midland Region 2019 – 2031 (hereafter referred to as RSES) (EMRA 2019a) is to support the implementation of Project Ireland 2040 by providing a long-term strategic planning and economic

framework for the development of the Region. An SEA and AA were carried out prior to the adoption of the Strategy.

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

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

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

The RSES develops Regional Strategic Outcomes (RSOs) that are aligned to the principles above. These are aligned to the United Nations SDGs (UN 2015), EU thematic objectives (EU 2014) and the NPF (Government of Ireland 2018b).

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

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

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

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

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

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

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

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

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

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

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

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

A number of RPOs are relevant to the Proposed Scheme:

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

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

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

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

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

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

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

The bus projects include:

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

The cycling objectives include:

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

3.6.4.1 Proposed Scheme Response

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

3.6.5 Greater Dublin Area Cycle Network Plan (GDACNP) 2013

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

The following are the networks identified in the GDACNP:

- *'The Urban Cycle Network at the Primary, Secondary and Feeder Level':*
 - *'Primary corridors are the main cycle arteries that cross urban area and carry most of the traffic;*
 - *Secondary corridors links between the principal cycle routes and local zones; and*
 - *Feeder corridors are connections from zones to the network levels above and / or cycle routes within local zones.'*
- *'The Inter-Urban Cycle Network linking the relevant sections of the Urban Network and including the elements of the National Cycle Network within the GDA. It shall also include linkages to key transport locations outside of urban areas such as airports and port';* and
- *'The Green Route Network being cycle routes developed predominately for tourist, recreational and leisure purposes.'*

There are two primary radial cycle routes (radial cycle routes 12/12A from the City Centre to Bray North and B1 in Bray) along the route of the Proposed Scheme, and four further primary routes (N10/S01, S03, SO4 and SO5) and numerous secondary and other routes which interact with or cross the Proposed Scheme.

3.6.5.1 Proposed Scheme Response

The Proposed Scheme is supported by the GDACNP 2013 as it will provide infrastructure that will support and enhance cycling as a transport mode, including the delivery of infrastructure for specific routes identified as part of the cycle network plan.

3.6.6 Greater Dublin Area Cycle Network Plan 2022

The GDACNP 2013 (NTA 2013) set out the investment for cycle infrastructure by the relevant agencies within the region. The revised 2022 Greater Dublin Area Cycle Network (NTA 2022) forms part of the 2022 GDA Transport Strategy (NTA 2022) (as adopted in January 2023) and is a component of the transport strategy.

The 2022 Greater Dublin Area Cycle Network comprises of a table of contents and a series of figures related to the cycle network. However, the 'main body' of the 2022 GDA Transport Strategy contains relevant text related to the 2022 Greater Dublin Area Cycle Network, the key aspects of which have been set out below.

The 2022 Greater Dublin Area Cycle Network is a review of the 2013 GDACNP to ensure a fit for purpose cycle network for all users and trip types. The network comprises of the following routes:

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

It aims for 322km of Primary cycle network, 1,060 Secondary cycle network and 954km of Greenway routes.

The 2022 GDA Transport Strategy sets out, 'Measure CYC1 - GDA Cycle Network', which outlines the following:

'It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.'

Step 5 of 'developing the transport strategy' states that it seeks to:

'Incorporate the GDA Cycle Network Plan, road schemes, park & ride plans and other infrastructure / service proposals'

It is also outlined that a key growth enabler of the 2022 GDA Transport Strategy includes:

'Delivery of the cycle network set out in the Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on canal, river and coastal corridors'

3.6.6.1 Proposed Scheme Response

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

3.7 Local Policy Context

The Proposed Scheme is located within three local authority areas; Dublin City Council (DCC), Dún Laoghaire-Rathdown County Council (DLRCC) and Wicklow County Council (WCC). DCC encompasses the length of the route from Leeson Street, through Donnybrook to Cranford Court, incorporating the whole of the first scheme section and part of the second. DLRCC generally encompasses the length from Cranford Court to the Old Connaught Avenue / Dublin Road / Corke Abbey Avenue junction in Bray (with the boundary following the Dublin Road from that junction to just north of the Dublin Road / Upper Dargle Road junction), incorporating the rest of the second scheme section, the whole of the third and part of the fourth. The rest of the final scheme section is located within WCC, running from the Old Connaught Avenue / Dublin Road / Corke Abbey Avenue junction to the Fran O'Toole Bridge.

3.7.1 Dublin City Development Plan 2022 – 2028

The Dublin City Development Plan 2022 – 2028 (hereafter referred to as the DCDP 2022-2028) (DCC 2022) was adopted on 2 November 2022 and came into effect on 14 December 2022 and guides how the city will develop to meet the needs of its residents, visitors and workers. A SEA, AA and FRA were produced as part of the DCDP 2022-2028.

The vision of the DCDP 2022-2028 is to establish champion compact city living, distinct character, a vibrant culture, and a diverse, smart, green, innovation-based economy. DCC aim to establish the city as one of Europe’s most sustainable, dynamic, and resourceful city regions. The DCDP 2022-2028 places sustainable transport as a core principle in the future development of the city:

‘Within the next 10 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 with excellent community and civic infrastructure based on the principles of the 15 minute city, all connected by an exemplary public transport, cycling and walking system and interwoven with a high quality bio-diverse, green space network. In short, the vision is for a capital city where people will seek to live, work, experience, invest and socialise, as a matter of choice.’

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

‘The Core Strategy will promote development and appropriate intensification along the routes of the three key public transport projects to be developed over the development plan period comprising Bus Connects (2021 – 2023)’

The DCDP 2022-2028 recognises that increasing capacity on public transport including bus corridors is a means to promoting modal change and active travel.

Within the transport objectives of the DCDP 2022-2028, bus improvements are identified as projects to be supported. The key policies are set out in Table 3.11.

Table 3.11: DCDP 2022-2028 Key Transport Policies

Transport Policies (relevant to Bus Improvements)	How the Proposed Scheme Meets the Policy
SC1 Consolidation of the Inner City: <i>‘To consolidate and enhance the inner city, promote compact growth and maximise opportunities provided by existing and proposed public transport by linking the critical mass of existing and emerging communities such as Docklands, Heuston Quarter, Grangegorman, Stoneybatter, Smithfield, the Liberties, the North East Inner City and the south and north Georgian cores with each other, and to other regeneration areas.’</i>	The Proposed Scheme will enhance the capacity of sustainable transport as well as the efficiency of Dublin’s road network and as a consequence will help to achieve greater land use densities that will promote compact growth. The Proposed Scheme will provide public transport infrastructure that will assist in linking existing and emerging communities within the area. One of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, 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.
SC8 Development of the Inner Suburbs: <i>‘To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport services and enhanced walking and cycling infrastructure.’</i>	The Proposed Scheme aligns with the objective as the BusConnects Programme of which the Proposed Scheme is part of is an objective the Dublin MASP (EMRA 2019b).

Transport Policies (relevant to Bus Improvements)	How the Proposed Scheme Meets the Policy
<p>QHSN11 15-Minute City: <i>'To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>The Proposed Scheme will bring greater accessibility to the City Centre and other strategic areas for people to avail of housing, jobs, amenities and services.</p>
<p>CEE12 Transition to a Low Carbon, Climate Resilient City Economy: <i>'To support the transition to a low carbon, climate resilient city economy, as part of, and in tandem with, increased climate action mitigation and adaptation measures.'</i></p>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The environmental impact assessment (EIA) has been carried out according to best practice and guidelines relating to climate and greenhouse gas emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>It is concluded that the Proposed Scheme will make a significant contribution to reduction in carbon emissions provided the measures outlined in the traffic optimisation and bus frequency resilience analysis are employed i.e. the service pattern and frequency of bus services are increased into the future to accommodate additional demand without having a significant negative impact on bus journey time reliability.</p>
<p>SMT1 Modal Shift and Compact Growth: <i>'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.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel (DTTAS 2009a), the 2016 GDA Transport Strategy (NTA 2016), the new 2022 GDA Transport Strategy (NTA 2022b) and the 2019 Implementation Plan (NTA 2019c).</p> <p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City and its surrounds leading to a more compact urban form, and it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city.</p> <p>It will enhance the capacity of sustainable transport as well as the efficiency of Dublin's road network and as a consequence can help to achieve greater land use densities that will promote compact sustainable growth.</p>
<p>SMT2 Decarbonising Transport: <i>'To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.'</i></p>	<p>The primary objective of the Proposed Scheme through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and a low carbon and climate resilient county.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The primary objective of the Proposed Scheme therefore, through the provision of bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and low carbon and climate resilient communities.</p>
<p>SMT3 Integrated Transport Network: <i>'To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of an integrated transport network that services the needs of communities and businesses of Dublin City and the region.'</i></p>	<p>The Proposed Scheme aligns with the objective as the BusConnects Programme is NTA's programme to greatly improve bus services in the GDA of which the Proposed Scheme is part. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p>

Transport Policies (relevant to Bus Improvements)	How the Proposed Scheme Meets the Policy
<p>SMT4 Integration of Public Transport Services and Development: <i>'To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high quality urban places.'</i></p>	<p>The Proposed Scheme aligns with the objective as one of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p>
<p>SMT8 Public Realm Enhancements: <i>'To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council's Public Realm Strategy ('Your City – Your Space'), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area.'</i></p>	<p>The Proposed Scheme aligns with the objective as it has ensured that the urban realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme is compliant with the Your City Your Space – Dublin City Public Realm Strategy (DCC 2012) and the Public Realm Masterplan for the City Core – (The Heart of Dublin – City Centre Public Realm Masterplan (DCC 2016)).</p>
<p>SMT02 Improving the Pedestrian Network: <i>'To improve the pedestrian network and prioritise the introduction of tactile paving, ramps and kerb dishing at appropriate locations, including pedestrian crossings, taxi ranks, bus stops and rail platforms in order to optimise accessibility for all users.'</i></p>	<p>The Proposed Scheme aligns with the objective as it has ensured that the urban realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Crossing points will consist of on-demand signalised pedestrian crossing with appropriate tactile paving, push button units and light-emitting diode (LED) warning studs. Appropriate signage will be used to ensure safe use of facilities by pedestrians.</p>
<p>SMT12 Pedestrians and Public Realm: <i>'To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.'</i></p>	<p>The Proposed Scheme aligns with the objective, as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design where possible.</p> <p>Other design elements to help improve urban realm include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages.
<p>SMT14 City Centre Road Space: <i>'To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, Luas and Metrolink and with the existing and proposed bus network.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. It will provide the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will generally be 2m in width, where feasible, offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p>
<p>SMT16 Walking, Cycling and Active Travel: <i>'To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.</p>

Transport Policies (relevant to Bus Improvements)	How the Proposed Scheme Meets the Policy
<p>SMT18 The Pedestrian Environment: <i>'To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.'</i></p>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p>
<p>SMT19 Integration of Active Travel with Public Transport: <i>'To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. Public lighting and bus stop facilities are also included as part of the Proposed Scheme.</p>
<p>SMT22 Key Sustainable Transport Projects: <i>'To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: (inter alia):</i></p> <ul style="list-style-type: none"> • <i>BusConnects Core Bus Corridor projects.'</i> 	<p>The Proposed Scheme aligns with the objective as BusConnects Programme is the NTA's programme to greatly improve bus services in the GDA, of which the Proposed Scheme is part. It has considered Smarter Travel (DTTAS 2009a), the 2016 GDA Transport Strategy (NTA 2016), the new 2022 GDA Transport Strategy (NTA 2022b) and the RSES (EMRA 2019a).</p>

3.7.1.1 Proposed Scheme Response

It is clear that BusConnects and the delivery of same is an important objective of the DCDP 2022-2028. The DCDP 2022-2028 fully supports the BusConnects Programme of works and its policy / objectives are aligned with the Proposed Scheme. The Proposed Scheme will deliver the infrastructure necessary to provide a sustainable transport system, to support the enhancement and growth of the cycle and pedestrian network and achieve a modal shift.

3.7.1.2 Zoning Objectives

The DCDP 2022-2028 (DCC 2022) establishes a number of zoning objectives to regulate and manage future land uses within the DCC area. The DCC zoning objectives have been set out in Table 2.2 of Appendix 1 (Local Policy) of this Report.

Within the DCDP 2022-2028, the following approach is taken by DCC to the uses permitted under each of the zoning objectives.

'A permissible use is one which is generally acceptable in principle in the relevant zone, but which is subject to normal planning considerations, including the policies and objectives outlined in the plan. An open for consideration use is one which may be permitted where the planning authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects on the permitted uses, and would otherwise be consistent with the proper planning and sustainable development of the area. There will be a presumption against uses not listed under the permissible or open for consideration categories in zones Z1, Z2, Z6, Z8, Z9, Z11, Z12 and Z15. Other uses will be dealt with in accordance with the overall policies and objectives in this plan.'

Appendix 15 of the DCDP 2022-2028 defines a Public Service Installation' as follows:

'A building, or part thereof, a roadway or land used for the provision of public services including those provided by statutory undertakers. Public services include all service installations necessary for electricity, gas, telephone, radio, telecommunications, television, data transmission, drainage, including wastewater treatment plants. It also includes bring centres, green waste composting centres, public libraries, public lavatories, public telephone boxes, bus shelters, water fountains, moorings, jetties etc. It does not include incinerators/waste to energy plants. The offices of such undertakers and companies involved in service installations are not included in this definition.'

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

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

There are no Local Area Plans (LAPs) within the DCC functional area relevant to the Proposed Scheme.

3.7.1.4 Your City Your Space – Dublin City Public Realm Strategy

The Your City Your Space – Dublin City Public Realm Strategy (DCC 2012) was published in 2012. It seeks to co-ordinate the approach to the public realm and to address its many existing challenges through a series of actions. The Your City Your Space – Dublin City Public Realm Strategy includes a small area of the Proposed Scheme at the south-east corner of Saint Stephen’s Green which is designated as a Primary Network and a Historic Approach Route. The Proposed Scheme is also located along a Secondary Street at the south-eastern corner of St. Stephens Green. The design principles for the Historic Approach and Secondary Street Route areas are set out in Table 3.12. The Primary Network Route does not follow a design policy.

Table 3.12: Your City Your Space – Dublin City Public Realm Strategy (DCC 2012) Design Policies

Public Spaces	Desired Character and Experience	Design Policies
Historic Approach Routes	These major routes are high quality routes for moving around and navigating the inner suburbs.	Building proposals to enclosures must protect historic character and achieve high quality, emphasising the importance of these streets in the neighbourhoods they pass through.
Secondary Street Route	These are the significant streets which support the primary retail streets through mixed uses and offer retail, cultural and social activities.	Develop comprehensive design briefs in order to achieve the required standards of quality in the public realm. Building proposals to enclosures must protect historic character and achieve high quality. Initiate comprehensive study to investigate possibilities of rebalancing vehicular and pedestrian movement in these areas.

3.7.1.5 Proposed Scheme Response

The landscape and urban realm proposals for the Proposed Scheme are based on an urban context and landscape character analysis of the route. The proposals have been informed through discussions with the NTA, local authorities and stakeholders. The overall landscape and public realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas, historic character, and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. In the context of the above, the Proposed Scheme is therefore compliant with the Your City Your Space – Dublin City Public Realm Strategy (DCC 2012).

3.7.2 Dublin City Council Climate Change Action Plan 2019-2024

DCC’s Climate Change Action Plan (DCC 2019) was adopted in May 2020. An SEA, AA and NIS were produced as part of the plan. It is a collaborative response to the impact that climate change is having on the Dublin Region, and their commitment to lead by example in tackling this global issue. DCC’s Climate Change Action Plan is unique to its functional area and contains 219 actions that cover five key areas – Energy and Buildings, Transport, Flood Resilience, Nature-Based Solutions and Resource Management (waste and water). There are four key targets:

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

DCC’s Climate Change Action Plan focuses on the sustainable transport measures to reduce pollutants and to achieve modal shift from private car to public transport. One of the Public Transport actions number T22 is specifically related to the Proposed Scheme; ‘DCC to liaise with NTA on BusConnects programme’.

3.7.2.1 Proposed Scheme Response

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

3.7.3 Dún Laoghaire-Rathdown County Council Development Plan 2022-2028

The Dún Laoghaire-Rathdown County Development Plan (DLRCDP) (DLRCC 2022) guides the future growth and development of the functional area of DLRCC. The DLRCDP 2022-2028 was adopted and came into effect in April 2022. A SEA, AA and Strategic Flood Risk Assessment (SFRA) were carried out as part of the DLRCDP.

At the time of writing, the Minister of State at the Department of the Housing, Local Government and Heritage, consequent to a recommendation made by the Office of the Planning Regulator under section 31AM(8) of the Planning and Development Act 2000 (as amended), had notified DLRCC of the intention to issue a Direction to the DLRCDP (DLRCC 2022).

In accordance with Section 31(4) of the Planning and Development Act 2000, those parts of the DLRC (DLRCC 2022) referred to in the notice, have not come into effect and shall be deleted from the adopted Development Plan, namely:

- *The O/O zone objective "No increase in the number of buildings permissible" as set out on Land Use Zoning Maps 3, 4, 7 and 10.*
- *The policy section on 'Notable Character Area Exclusions' under section 4.3.1.1 of Chapter 4 (pg. 84) of the Written Statement.*
- *Section 12.3.7.8 'O/O Zone' of Chapter 12 (pg. 246-248) of the Written Statement.*
- *The second paragraph of Section 12.3.3 'Quantitative Standards for All Residential Development' of Chapter 12 (pg. 236) of the Written Statement, which states: "That the requirement for certain percentages of 3-bed units in apartments shall apply to Build To Rent developments to accord with mix on page 237."*

The vision of the DLRCDP (DLRCC 2022) is to 'embrace inclusiveness, champion quality of life through healthy placemaking, grow and attract a diverse innovative economy and deliver this in a manner that enhances the environment for future generations' The DLRCDP places sustainable transport and mobility as a core principle in the future development of the county.

The DLRCDP (DLRCC 2022) states:

'The National Transport Authority's (NTA) 'Transport Strategy for the Greater Dublin Area 2016-2035' provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area over the medium to long term. The Planning Authority must ensure that the County Development Plan is consistent with the Transport Strategy of the NTA. The Dublin Transport Authority Act 2008 (as amended) provides that the NTA's Transport Strategy, must be reviewed every six years. While the Draft 'Greater Dublin Area Transport Strategy 2022 - 2042' has been published, the 2016 - 2035 strategy is still in place until the Draft is finalised.'

The DLRCDP (DLRCC 2022) recognises that increasing capacity on public transport including bus corridors is a means to promoting modal change and active travel.

Within the transport and mobility objectives of the DLRCDP, bus improvements are identified as projects to be supported. The key policies are set out in Table 3.13.

Table 3.13: DLRCDP (DLRCC 2022) Key Transport Policies

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
<p><i>'Policy Objective T1: Integration of Land Use and Transport Policies – It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high quality public transport systems. (Consistent with NSO 1, NPO 26 of the NPF, 64, RPO 4.40, 5.3, 8.1 and Guiding Principles on Integration of Land Use and Transport of the RSES)'</i></p>	<p>The Proposed Scheme will actively support sustainable modes of transport to help with the creation of an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity.</p> <p>The Proposed Scheme will help to achieve greater land use densities that will encourage compact growth in compliance with Policy Objective T1 and policy objectives of NSO1, NPO 26, RPO 4.40, 5.3 8.1 and Guiding Principles on Integration of Land Use and Transport of the RSES.</p>
<p><i>'Policy Objective T3: Delivery of Enabling Transport Infrastructure – It is a Policy Objective to support the delivery of enabling transport infrastructure so as to allow development take place in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES. (Consistent with RPO 4.40, 10.2, 10.3, 10.11, 10.16 of the RSES)'</i></p>	<p>The Proposed Scheme will support upcoming development in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES as it will provide efficient, reliable and attractive transport infrastructure for a variety of different users throughout the Dublin Area. The Proposed Scheme is therefore compliant with Policy Objective T3.</p>
<p><i>'Policy Objective T4: Development of Sustainable Travel and Transport – It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport's 'Smarter Travel A Sustainable Transport Future 2009 –2020', and subsequent updates and the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and subsequent updates, the RSES and the MASP. (Consistent with NPOs 26, 64 of the NPF and RPOs 5.2, 5.3, 8.4, 8.7, 8.8 and 8.9 of the RSES)'</i></p>	<p>The Proposed Scheme is part of the NTA's BusConnects Programme to provide for enhanced bus and active travel networks in the GDA. The Proposed Scheme is therefore compliant with Policy Objective T4.</p>
<p><i>'Policy Objective T5: Public Transport Improvements – It is a Policy Objective to expand attractive public transport alternatives to car transport as set out in 'Smarter Travel, A Sustainable Transport Future' and subsequent updates; the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and the NTAs 'Integrated Implementation Plan 2019-2024' and subsequent updates by optimising existing or proposed transport corridors, interchanges, developing new park and rides, taxi ranks and cycling network facilities at appropriate locations. (Consistent with NPO64 of the NPF, RPO 4.40, 5.2, 8.3 and 8.8 of the RSES)'</i></p>	<p>The Proposed Scheme will provide the infrastructure required for an attractive public transport system that caters for different transport modes including walking, cycling and bus as alternatives to the private car. The Proposed Scheme will enhance existing transport corridors and implement new cycling and pedestrian networks to cater for a variety of different users. Whilst the Proposed Scheme does not involve the development of new park and rides and taxi ranks it will provide for better transport connections throughout the area and therefore help better link existing facilities. The Proposed Scheme is therefore compliant with Policy Objective T5.</p>
<p><i>'Policy Objective T6: Quality Bus Network/Bus Connects – It is a Policy Objective to co-operate with the NTA and other relevant agencies to facilitate the implementation of the bus network measures as set out in the NTA's 'Greater Dublin Area Transport 2016-2035' and 'Integrated Implementation Plan 2019-2024' and the BusConnects Programme, and to extend the bus network to other areas where appropriate subject to design, environmental assessment, public consultation, approval, finance and resources. (Consistent with RPO 8.9 of the RSES)'</i></p>	<p>The Proposed Scheme is part of the NTA's BusConnects Programme to provide for enhanced bus services in the GDA and will provide the transport infrastructure required to facilitate a sustainable transport system. The Proposed Scheme is therefore compliant with Policy Objective T6.</p>
<p><i>'Policy Objective T11: Walking and Cycling – It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements. (Consistent with NPO 27 and 64 of the NPF and RPO 5.2 of the RSES)'</i></p>	<p>The Proposed Scheme will provide the infrastructure necessary for high quality, connected and inclusive walking and cycling routes across the Proposed Scheme corridor. Chapter 6 (Traffic & Transport) of the EIAR has considered permeability as part of the project. The Proposed Scheme is compliant with Objective T11.</p>
<p><i>'Policy Objective T12: Footways and Pedestrian Routes – It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice. (Consistent with NPO 27 and 64 of the NPF and RPO 5.3 of the RSES)'</i></p>	<p>The Proposed Scheme will provide the transport infrastructure necessary to facilitate the expansion of the footway and pedestrian route network throughout the Proposed Scheme corridor. Best accessibility practice has been considered in the design of the Proposed Scheme as identified within the EIAR. The Proposed Scheme is considered to be compliant with Policy Objective T12.</p>
<p><i>'Policy Objective T13: County Cycle Network – It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility. (Consistent with RPO 5.2, 5.3 of the RSES)'</i></p>	<p>The Proposed Scheme is part of the NTA's BusConnects Programme to provide the transport infrastructure necessary to provide bus services in conjunction with cycling and pedestrian routes in the GDA. The Proposed Scheme is therefore compliant with Policy Objective T13.</p>

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
<p><i>'Policy Objective T23: Roads and Streets – It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process (RPO 8.10, RPO 8.16)'</i></p>	<p>The Proposed Scheme is part of the NTAs BusConnects Programme of works to enhance bus services and active travel networks within the GDA. As part of the Proposed Scheme cycling and pedestrian facilities will also be improved alongside the road network for bus and private car transport.</p>

3.7.3.1 Proposed Scheme Response

The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor. It will facilitate a modal shift towards public transport and active travel modes which is a key objective of the DLRCDP (DLRCC 2022).

3.7.3.2 Zoning Objectives

The DLRCDP (DLRCC 2022) establishes a number of zoning objectives to regulate and manage future land uses within the city council area. The DLRCDP has identified a 'Core Bus Corridor' zone which extends along the Proposed Scheme Corridor within the DLRCC area;

'The Core Bus Corridors Infrastructure Works as proposed will include...The Bray to City Centre Core Bus Corridor which will run through Shankill and along the N11'.

The DLRCDP zoning objectives have been set out in Table 2.2 of Appendix 1 (Local Policy) of this Report.

Within the DLRCDP (DLRCC 2022), the following approach is taken by DLRCC to the uses permitted under each of the zoning objectives.

- *'13.1.3 Permitted In Principle: Land uses designated under each zoning objective as 'Permitted in Principle' are, subject to compliance with the relevant policies, standards and requirements set out in this Plan, generally acceptable.*
- *13.1.4 Open For Consideration: Uses shown as 'Open for Consideration' are uses 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, and would otherwise be consistent with the proper planning and sustainable development of the area.*
- *13.1.5 Not Permitted / Other Uses: Uses which are not indicated as 'Permitted in Principle' or 'Open for Consideration' will not be permitted. There may, however, be other uses not specifically mentioned throughout the Use Tables that may be considered on a case-by-case basis in relation to the general policies of the Plan and to the zoning objectives for the area in question. 13.1.6 Conditioned Open Space Irrespective of zoning, if land is conditioned open space, no development shall be permitted, except where it enhances the recreational amenity of the area.*
- *13.1.7 Non-Conforming Uses: Throughout the County there are uses which do not conform to the zoning objective for the area. All such uses, where legally established (the appointed day being 1 October 1964) or were in existence longer than 7 years, shall not be subject to proceedings under the Act in respect of continuing use. When extensions to, or improvements of, premises accommodating such uses are proposed, each shall be considered on their merits, and permission may be granted where the proposed development does not adversely affect the amenities of premises in the vicinity and does not prejudice the proper planning and sustainable development of the area.'*

Section 13.2 of the DLRCDP (DLRCC 2022) defines a 'Public Services' as follows:

'A building or part thereof, a roadway or land used for the provision of 'Public Services'. 'Public Services' include all service installations necessarily required by electricity, gas, telephone, radio, telecommunications, television, data transmission, water, drainage and other statutory undertakers; it includes public lavatories, public telephone boxes, bus shelters, bring centres, green waste composting facilities, etc. 'Public Services' do not include commercial data centres.'

As defined above, the secondary elements associated with the Proposed Scheme such as bus shelters comes within the public service class.

3.7.3.3 Proposed Scheme Response

Given the nature of the Proposed Scheme the majority of the proposed works are within the public road and pavement area to which no specific zoning objective applies. On lands subject to a zoning objective that are affected by works, in general, the Proposed Scheme will not significantly impact upon the principal use of the zoning objective. However, there may be instances of temporary or limited impacts upon a given zoning objective, such as in the case of reinstating open space lands. These lands will be reinstated upon completion of the Proposed Scheme. The Proposed Scheme complies with the DLRCDP (DLRCC 2022) in terms of the uses and works proposed.

3.7.3.4 Local Area Plans within the Dún Laoghaire-Rathdown Council Area Relevant to the Proposed Scheme

The Proposed Scheme intersects with relatively small sections of the Stillorgan Local Area Plan (LAP) (DLRCC 2018) at the Lower Kilmacud Road junction onto the N11 and again further northwest where the Old Dublin Road meets the N11. The sections in which the Proposed Scheme intersects with the Stillorgan LAP fall within the Proposed Quality Bus-Bus Priority Route and Objectives A, DC and F as per the DLRCDP (DLRCC 2022) (set out in Table 2.3 of Appendix 1 (Local Policy) of this Report). The Proposed Scheme traverses through the Woodbrook – Shanganagh LAP (DLRCC 2017) from the Dublin Road south of the roundabout to the junction of the Dublin Road and Crinken Lane.

The Stillorgan LAP was adopted by DLRCC on 10th September 2018, the Woodbrook – Shanganagh LAP was adopted on the 3rd July 2017 and on the 12th September 2022 it was extended for a further 5 years from the 11th October 2022. The relevant objectives to the Proposed Scheme are outlined in Table 3.14 below.

Table 3.14: DLRCC LAPs

LAP	Reference / Section	Objective	Scheme Response
Stillorgan - Local Area Plan 2018 – 2024	3: Vision Statement	<i>The emphasis of the Plan is to enhance the sense of place and community within Stillorgan, improving its vitality and viability as a District Centre. The Plan strategy is to seek a transformative improvement in the quality of the public realm where priority movement for pedestrians, cyclists and public transport will be ensured and the creation of a high quality age friendly environment will be a prerequisite. The influence and impact of the private car on the environs of the District Centre will be moderated.</i>	The Proposed Scheme encourages a modal shift from car to bus, walking and cycling. The Proposed Scheme will improve the public realm along the eastern perimeter of the LAP lands on the Stillorgan Road. The two junctions at Stillorgan Road / Lower Kilmacaud Road / Stillorgan Park and at Stillorgan Road / Old Dublin Road / Priory Drive will be improved through the provision of new pedestrian crossings (where required) and improved cycle infrastructure through the junctions. For example the Priory Drive crossing only currently has a pedestrian crossing across the Priory Drive arm, with no pedestrian provision on the other 3 (due to there being no footpath on the inbound side of the road – a new footpath is proposed on this side as part of the Proposed Scheme). The Lower Kilmacud Road junction already has pedestrian crossings across all arms, but the upgraded junction will include improvement for cyclists.
	4.2.3 Public Realm Objectives	<i>Objective PR2: It is an objective of the Council to ensure that pedestrian, cycle, public transport, car and delivery vehicle networks are designed to maximise connectivity, permeability and ease of movement for soft modes.</i>	The Proposed Scheme will provide the transport infrastructure required to facilitate a sustainable transport network. The Proposed Scheme has been designed to maximise connectivity, permeability and ease of movement for 'soft modes'.
	4.2.3 Public Realm Objectives	<i>Objective PR4: It is an objective of the Council to promote high quality urban design with particular reference to the '12 Criteria' outlined in the 'Urban Design Manual - A best practice guide' (2009)</i>	The Proposed Scheme has been designed with reference to the 'Urban Design Manual – A best practice guide (2008) in mind.

LAP	Reference / Section	Objective	Scheme Response
	4.2.6.3 Road Network	<i>Objective MV1: Dún Laoghaire-Rathdown Council will co-operate and liaise with the NTA and TII in relation to securing appropriate improvements to the road network within the Plan Area in accordance with the Stillorgan Village Area Movement Framework Plan. These improvements will be brought to the Dundrum Area Committee for consultation.</i>	The Proposed Scheme is part of the wider BusConnects Programme which will greatly improve bus as well as active travel networks in the GDA.
	4.2.6.3 Road Network	<i>Objective MV2: It is an objective of the Council to promote sustainable transport forms such as walking, cycling and public transport as set out in the Government's 'Smarter Travel, A Sustainable transport Future 2009- 2020'.</i>	The Proposed Scheme will provide the infrastructure necessary to facilitate and promote sustainable transport modes including public transport, cycling and walking.
	4.2.6.3 Road Network	<i>Objective MV3: It is an objective of the Council to provide for high quality pedestrian and cycle network within the LAP Area with high levels of permeability, passive surveillance and supervision where feasible and to ensure that this network will provide attractive, legible and direct links to the District Centre, Bus Stops, Stillorgan Luas Stop and the wider area outside the Plan Boundary.</i>	The Proposed Scheme provides for a high quality pedestrian and cycle network. The Proposed Scheme will improve permeability within the area and provide for attractive, legible and direct links to the District Centre. The Proposed Scheme will provide facilities for cycle parking at the proposed island bus stops located along the Stillorgan Road / Bray Road dual carriageway section of the Proposed Scheme. The Proposed Scheme provides bus stops along the entire route corridor providing adequate signage and lighting for improved safety for pedestrians.
	4.2.6.3 Road Network	<i>It is an objective of the Council to provide for safe and secure cycle parking at appropriate locations within the LAP Area and in particular close to recreational or community facilities, residential units, transport nodes, shops and services.</i>	The Proposed Scheme will provide facilities for cycle parking at the proposed island bus stops located along the Stillorgan Road / Bray Road dual carriageway section of the Proposed Scheme.
	4.2.6.3 Road Network	<i>Objective MV 5: It is an objective of the Council to ensure that all proposals for new roads, streets and residential layouts comply with the 'Design Manual for Urban Roads and Streets' (DMURS, 2013) which focuses on the needs of pedestrians, cyclists and public transport users.</i>	The Proposed Scheme has been designed to comply with the 'Design Manual for Urban Roads and Streets' (DMURS, 2013) as it will provide the infrastructure which focuses on walking, cycling and public transport.
	4.2.6.3 Road Network	<i>Objective MV6: It is an objective of the Council to ensure that all new cycling infrastructure be provided in accordance with the standards set out in the National Cycle Manual (2012) published by the NTA, where practicable, recognising the challenges in retrofitting infrastructure within the existing road network. MV7 It is an objective of the Plan that the Planning Authority will encourage the NTA, as the responsible statutory body, to increase the frequency of Bus services on the Old Dublin road, serving the Stillorgan Shopping Centre, in order to cater for those with mobility issues and senior citizens living in the wider Kilmacud / Stillorgan area.</i>	The Proposed Scheme includes cycle infrastructure provision as part of the design. The cycling infrastructure has been designed in line with the National Cycle Manual (2012). The Old Dublin Road is adjacent to the Proposed Scheme. Whilst bus service frequency is not directly included as part of the Proposed Scheme, the Old Dublin Road links to the route of the Proposed Scheme at the Stillorgan Road/Priory Drive/Old Dublin Road junction, which will help improve bus services within the area.

LAP	Reference / Section	Objective	Scheme Response
	Section 4.6 Sustainable Infrastructure Objectives	<p><i>Objective SI9: To require all proposed developments to carry out a Site-Specific Flood Risk Assessment (SSFRA) that shall demonstrate compliance with:</i></p> <ul style="list-style-type: none"> • <i>The Planning System and Flood Risk Management, Guidelines for Planning Authorities (DEHLG / OPW, 2009), as may be revised and/or updated.</i> • <i>The prevailing Dún Laoghaire-Rathdown County Development Plan.</i> • <i>Any SSFRA shall not be required to carry out a Plan-Making Justification Test, given that this exercise was already carried out at County Development Plan-level. A review of this process was also undertaken as part of the preparation of this Local Area Plan (LAP).</i> • <i>The SSFRA shall pay particular emphasis to site specific mitigation measures and any necessary management measures, as per Appendix B4 of the above 2009 National Guidelines.</i> 	<p>The Proposed Scheme is located within Flood Zone A and B within the Stillorgan LAP. The assessment undertaken as part of the FRA indicates that the Proposed Scheme will result in the creation of additional impermeable surface for local sections of road widening. Sustainable Drainage Systems (SuDS) will be provided, where appropriate, to manage runoff quantity and quality. The Proposed Scheme is suitable for the associated flood risk as per the OPW Guidelines.</p>
Woodbrook – Shanganagh Local Area Plan 2017 - 2023	Section 4.6 Sustainable Infrastructure Objectives	<p><i>Objective SI9: To require all proposed developments to carry out a Site-Specific Flood Risk Assessment (SSFRA) that shall demonstrate compliance with:</i></p> <ul style="list-style-type: none"> • <i>The Planning System and Flood Risk Management, Guidelines for Planning Authorities (DEHLG / OPW, 2009), as may be revised and/or updated.</i> • <i>The prevailing Dún Laoghaire-Rathdown County Development Plan.</i> • <i>Any SSFRA shall not be required to carry out a Plan-Making Justification Test, given that this exercise was already carried out at County Development Plan-level. A review of this process was also undertaken as part of the preparation of this Local Area Plan (LAP).</i> • <i>The SSFRA shall pay particular emphasis to site specific mitigation measures and any necessary management measures, as per Appendix B4 of the above 2009 National Guidelines.</i> 	<p>The Proposed Scheme is located within Flood Zone A and B within the Stillorgan LAP. The assessment undertaken as part of the FRA indicates that the Proposed Scheme will result in the creation of additional impermeable surface for local sections of road widening. Sustainable Drainage Systems (SuDS) will be provided, where appropriate, to manage runoff quantity and quality. The Proposed Scheme is suitable for the associated flood risk as per the OPW Guidelines.</p>

LAP	Reference / Section	Objective	Scheme Response
	T7	<i>To co-operate with the National Transport Authority, Transport Infrastructure Ireland and Wicklow County Council in relation to on-going corridor studies in respect of the Dublin Road Core Bus Corridor M11 / N11 which will inform potential road infrastructure improvements and public transport provision both in the Plan Area and the wider environs.</i>	<p>The Proposed Scheme aligns with the objective as BusConnects is the NTA's programme to provide enhanced walking, cycling and bus infrastructure in the Dublin region.</p> <p>The Proposed Scheme extends along the N11 from Loughlinstown Roundabout to Sycamore Crescent. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p>
	T8	<i>To seek to retain the sylvan character of the Dublin Road in any road improvement schemes and to ensure that any loss of mature trees will be mitigated by replacement tree planting with consideration also to the re-instatement of any historic walls or features along any new road alignment.</i>	<p>A number of trees will be removed along Dublin Road particularly south of Shankill village. However, any loss of mature trees will be mitigated by replacement tree planting with consideration. There are no impacts to historic walls or features along this road alignment.</p>
	T9	<i>To provide for high quality pedestrian and cycle network within the LAP Area with high levels of permeability, passive surveillance and supervision where feasible and to ensure that this network will provide attractive, legible and direct links to the Neighbourhood Centre, the DART Station, Bus Stops, Shanganagh Park and the wider area outside the Plan Boundary.</i>	<p>Along the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme provides for a high quality pedestrian and cycle network. The Proposed Scheme will improve permeability within the area.</p>
	T10	<i>To ensure that all proposals for new roads, streets and residential layouts comply with the 'Design Manual for Urban Roads and Streets' (DMURS, 2013) which focuses on the needs of pedestrians, cyclists and public transport users.</i>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR has considered DMURS.</p>
	T11	<i>To provide for safe and secure cycle parking at appropriate locations within the LAP Area and in particular close to recreational or community facilities, residential units, transport nodes, shops and services.</i>	<p>The Proposed Scheme will provide facilities for cycle parking at the proposed island bus stops, particularly at Woodbrook College which is located within the LAP lands.</p>
	T14	<i>To adopt a proactive mobility management approach and to encourage a culture of sustainable travel in the new residential neighbourhoods at Woodbrook-Shanganagh. Travel Plans will be required for large scale residential proposals and / or each of the key sites at Master Plan Level.</i>	<p>The Proposed Scheme will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p>
	US4	<i>To promote streets, routes and spaces which are human scaled, memorable as places, have a high standard of amenity and are in accordance with the guidance set out in Design Manual for Urban Roads and Streets, 2013 (DMURS).</i>	<p>The Proposed Scheme aligns with the policy objective as additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR has considered DMURS. It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.

LAP	Reference / Section	Objective	Scheme Response
	US6	<i>To ensure that new north-south linkages and routes are created to allow for quality usable connections between the future residential communities at Shanganagh Castle and Woodbrook, as well as Shanganagh Park as a major recreational resource.</i>	The Proposed Scheme runs north-south along the Dublin Road providing high quality cycling and pedestrian infrastructure.
	US7	<i>To ensure that the public realm is legible, cohesive and operates as a connected network and that it interfaces successfully with the public realm of the wider area and facilitates future strategic connections.</i>	The Proposed Scheme aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.

3.7.3.5 Proposed Scheme Response

The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor adjoining the LAP area. It will facilitate a modal shift towards public transport and active travel modes which are key objectives of the Stillorgan LAP (2018) and Woodbrook Shanganagh LAP (2017).

3.7.3.6 Cherrywood Strategic Development Zone Planning Scheme (SDZ)

The Proposed Scheme intersects, at the eastern perimeter, with the Cherrywood SDZ Planning Scheme (CPS), particularly on the Bray Road leading into the CPS and slightly along the Wyattville Road. The CPS was designated a Strategic Development Zone (SDZ) in May 2010 by DLRCC and is a large, land-bank approximately 360 hectares in size currently undergoing development. DLRCC published a Planning Scheme document which underpins the vision, principles, and themes for Cherrywood. The CPS document is updated to incorporate recently approved Amendments to the Scheme, for example, Amendment 6 in respect of Residential Car Parking Standards (Section 4.2.10 of the Approved Scheme 2018) which was approved in January 2020 by An Bord Pleanála and Amendment 7 Beckett Road Realignment which was approved in April 2021.

The below vision, principles and themes outlined in Table 3.15 are relevant to the Proposed Scheme.

Table 3.15: Cherrywood SDZ Planning Scheme

SDZ	Reference / Section	Objective	Scheme Response
Cherrywood SDZ	<i>Urban Development Framework: 1.2 Vision</i>	<i>To provide a safe and friendly environment where people can live, work and play within an envelope of sustainable, integrated transport with a primacy of soft modes of transport throughout.</i>	The Proposed Scheme will support integrated sustainable transport usage through road space reallocation in support of infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services which will use the corridor, for example, new bus stops will be provided alongside island bus shelters which will include cycling parking facilities, improved lighting and signage to improve safety.
	<i>4.2 Transportation</i>	<i>Objective PI 13: It is an objective to develop and support a culture of sustainable travel into and within the Planning Scheme.</i>	The Proposed Scheme will provide the infrastructure required to deliver a sustainable transport network that includes bus, cycle and pedestrian network enhancements. These infrastructure improvements will support a culture of sustainable travel within the Planning Scheme.
	<i>4.2.6 Future Road Strategy</i>	<i>Objective PI 14: It is an objective to implement the road infrastructure (including segregated pedestrian / cycle routes) proposed in this Planning Scheme to facilitate access to and within the area by all travel modes (see Map 4.5).</i>	The Proposed Scheme intersects with identified roads on Map 4.5 including 'Level 1 Motorway / Dual Carriageway' where the route corridor partially runs along and 'Level 2 (50kmph)' where it intersects with the Proposed Scheme to the north. The Proposed Scheme includes road infrastructure (including segregated pedestrian / cycle routes) that will facilitate access to the area by public transport, private car, cycling and walking.

SDZ	Reference / Section	Objective	Scheme Response
	4.2.8 Public Transport	<i>Objective PI 16: It is an objective to support and facilitate the development of an integrated public transport network in the Planning Scheme, in association with relevant transport providers, agencies and stakeholders.</i>	The Proposed Scheme is part of NTA's wider BusConnects Programme that will develop an enhanced and integrated public transport network throughout the GDA as well as in the immediate area of the CPS.
	4.2.8 Public Transport	<i>Objective PI 17: It is an objective to facilitate and promote the enhancement of bus services through the implementation of QBCs and bus priority measures, and by ensuring that the design and layout of neighbourhoods facilitates the expansion of bus services.</i>	The Proposed Scheme intersects a QBC route from the Cherrywood lands going east across the proposed Scheme as shown on Map 4.6. It will provide the infrastructure necessary to facilitate the expansion of bus services throughout the wider route corridor and adjacent to the CPS.
	4.2.9 Pedestrian and Cycle Movement Strategy	<i>Objective PI 20 It is an objective to prioritise walking and cycling in the internal route hierarchy, to create a network of walking and cycling routes within the Planning Scheme and to improve circulation and permeability. All proposed access points, routes, mews and streets must connect logically with the existing street network to aid legibility, permeability and walkability and also must complement local user desire lines.</i>	The Proposed Scheme provides for a high-quality pedestrian and cycle network adjacent to the CPS. The Proposed Scheme will improve permeability within the immediate area and provide for attractive, legible and direct links to the CPS.

3.7.3.7 Proposed Scheme Response

The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor which will help facilitate the development of the CPS.

3.7.4 Dún Laoghaire-Rathdown Climate Change Action Plan

Dún Laoghaire Rathdown's (DLR) Climate Change Action Plan (DLR 2019) was adopted in 2019. A SEA, AA and NIS were produced as part of plan. The Climate Change Action Plan was a collaborative response to the impact climate change is having on the Dublin region. The DLR Climate Change Action Plan is unique to its functional area. It contains 123 actions that cover five key areas – Energy and Buildings, Transport, Flood Resilience, Nature Based Solutions and Resource Management (waste and water). There are four key targets:

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

DLR's Climate Change Action Plan has a focus on sustainable transport measures to reduce pollutants and to achieve modal shift from private car to public transport. One of the public transport actions (T14) is specifically related to the Proposed Scheme 'Expand bus network in the County' and the indicator for this action is to *Work with NTA on BusConnects*.

Proposed Scheme Response

The Proposed Scheme through the provision of enhanced public transport infrastructure will facilitate sustainable transport options that will help to achieve DLR's targets as set out in the Climate Action Plan.

3.7.5 Wicklow County Development Plan 2022-2028

The Wicklow County Development Plan (WCDP) (Wicklow County Council (WCC) 2022) sets out a strategic spatial planning framework for guiding the physical, economic and social development of the County for the period between 2022 and 2028. It includes a set of development objectives and standards for land that is to be developed

and for what purposes, as well as informing decision making on public service provision. A Ministerial Direction was issued on the 21st February 2023, the Direction has no impacts on the Proposed Scheme.

The vision set out in the WCDP (WCC 2022) as:

‘To guide and facilitate the sustainable growth of the County in a manner which supports a deep respect for its unique natural heritage, capitalises on the potential of our towns and villages to deliver compact growth, facilitates healthy placemaking, supports the creation of self-sustaining settlements and rural areas that are attractive places to live in, work in and visit, provides for new job opportunities, embraces climate action and enables the transition to a low carbon, climate resilient and environmentally sustainable economy, improves sustainable mobility and conserves our heritage’

The key transport goals which influence the transport objectives of the WCDP.

- *‘Facilitating modal shift to more sustainable transport options by:

 - Support of investment programmes and any associated infrastructure development that deliver improvements to public transport infrastructure and services, in particular the upgrading of the Dublin – Rosslare train line, improved DART Services, bringing the Luas or other mass transit to Bray and Fassaroe and the development of improved bus services in all parts of the County;
 - Promoting development of ‘Park and Ride’ facilities, particularly for access to public transport but also to encourage carpooling and discourage single occupancy vehicles;
 - Delivering improvements to the pedestrian environment and promoting walking as a mode of transport through the provision of new, and improvement of existing, walking facilities throughout the County;
 - Delivering improvements to cycling facilities and promoting cycling as a mode of transport through the provision of new, and improvement of existing, cycling facilities throughout the County;
 - Working with the NTA on the implementation of local projects which support pedestrian and cyclist permeability, safety and access to schools and public transport;*
- *Facilitating the improvement of the existing road network, to enhance safety for all users, and to remove bottlenecks and hazards; and*
- *Ensuring that vehicular and pedestrian environments can be used by all people, regardless of their age, size, disability or ability.’*

Table 3.16: WCDP (WCC 2022) Key Transport Objectives

Transport Policies (relevant to Bus Improvements) Transport Objective	How the Proposed Scheme Meets the Objective
CPO 12.2 <i>Through sustainable planning and investment in transport infrastructure, including roads and public transport systems, to reduce journey times, length, congestion and to increase the attractiveness of public transport.</i>	The Proposed Scheme aligns with the objective as it will provide infrastructure necessary to improve travel times. The Proposed Scheme will also promote an efficient, reliable, and frequent public transport service as well as provide the advantage of segregated cycling facilities along the preferred route in both directions.
CPO 12.9 <i>To seek to ensure all new or upgraded transport infrastructure is climate resilient.</i>	The Proposed Scheme will provide the infrastructure necessary to support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland’s emission reduction targets.
CPO 12.11 <i>To improve existing or provide new pedestrian and cycling infrastructure of the highest standards on existing public roads, as funding and site constraints allow.</i>	The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm, which will connect existing and new areas in certain areas along the corridor. The Proposed Scheme will provide improved infrastructure for pedestrians and cyclists.
CPO 12.12 <i>To require all new or improved roads to include pedestrian facilities, cycle lanes / tracks (unless the scale / design of the road does not warrant such infrastructure having regard to the guidance set out in the National Cycle Manual and DMURS) and public lighting as deemed appropriate by the Local Authority.</i>	The Proposed Scheme aligns with the objective as it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme. The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape, where possible.

Transport Policies (relevant to Bus Improvements) Transport Objective	How the Proposed Scheme Meets the Objective
<p>CPO 12.13</p> <p><i>To facilitate the development of pedestrian and cycle linkages through and between new and existing developments to improve permeability and provide shorter, more direct routes to schools, public transport, local services and amenities while ensuring that personal safety, particularly at night time, is of the utmost priority.</i></p>	<p>The Proposed Scheme aligns with the objective as it will create infrastructure required for sustainable transport that will service the current and future transport needs of the area.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to the areas employment and educational centres by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures. It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages.
<p>CPO 12.14</p> <p><i>To facilitate the implementation of local projects which support pedestrian and cyclist permeability, safety and access to schools and public transport.</i></p>	<p>The Proposed Scheme ensures that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. The Proposed Scheme includes a two-way cycle track connecting into Coláiste Eoin / Coláiste Íosagáin to improve cycle safety and access for students. It also includes a two-way cycle track in Shankill between Stonebridge Lane and Corbawn Lane connecting to a number of schools along the route. The proposed UCD Bus Interchange facility has been designed to allow for better pedestrian and cyclist permeability and safety through provision of new toucan crossings, pedestrian crossings and bicycle parking. The proposed facility will also improve accessibility to public transport through provision of a large bus interchange facility with a number of new bus stops with shelters, including the two bus shelter buildings proposed in the main plaza area of the facility.</p>
<p>CPO 12.15</p> <p><i>To support the improvement / development of the inter-urban, strategic pedestrian and cycle route projects as may be identified in Wicklow County Council's Sustainable Transport Plan, as may be amended and updated during the life of the plan</i></p>	<p>The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle tracks will generally be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings.</p>
<p>CPO 12.16</p> <p><i>To facilitate and drive the significant improvement of the County's cycle network as set out in the National Cycle Plan, the NTA Greater Dublin Area Cycle Network Plan, and Wicklow County Council's Sustainable Transport Plan and strive to implement existing and prepare further, local cycle network plans.</i></p>	<p>There are two primary radial cycle routes (radial cycle routes 12/12A from the City Centre to Bray North and B1 in Bray) along the route of the Proposed Scheme, and four further primary routes (N10/S01, S03, SO4 and SO5) and numerous secondary and other routes which interact with or cross the Proposed Scheme.</p> <p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of. It will promote active travel through enhanced cycle infrastructure. It has taken cognisance of the NTA Cycle Network Plan in formulating the designs.</p>
<p>CPO 12.20</p> <p><i>To cooperate with NTA and other relevant transport planning bodies in the delivery of a high quality, integrated and accessible transport system in County Wicklow.</i></p>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p>
<p>CPO 12.26</p> <p><i>To promote the delivery of improved and new bus services both in and out of the County but also within the County by:</i></p> <ul style="list-style-type: none"> • <i>supporting the development and delivery of bus service enhancement projects, including BusConnects and measures to improve bus priority such as additional bus lanes and priority signalling etc as may be deemed appropriate;</i> 	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p>

3.7.5.1 Proposed Scheme Response

The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor. It will facilitate a modal shift towards public transport and active travel modes which is a key objective of the WCDP (WCC 2022).

3.7.5.2 Zoning Objectives

WCC uses Town Plans, Settlement Plans and LAPs to identify the zonings within the County Council area. Therefore, the Bray Municipal District Local Area Plan (WCC 2018) will be used to identify the zonings within the relevant section of the Proposed Scheme. Within these areas planning applications shall be assessed having regard to the objectives and standards for the rural area, as set out in Volume 1 of the WCDP (WCC 2022).

3.7.5.3 Proposed Scheme Response

Given the nature of the Proposed Scheme the majority of the proposed works are within the public road and pavement area to which no specific zoning objective applies. On lands subject to a zoning objective that are affected by works, in general, the Proposed Scheme will not significantly impact upon the principal use of the zoning objective. However, there may be instances of temporary or limited impacts upon a given zoning objective, such as in the case of reinstating open space lands. These lands will be reinstated upon completion of the Proposed Scheme. The Proposed Scheme complies with the WCDP (WCC 2022) in terms of the uses and works proposed.

3.7.5.4 Local Area Plans within the Wicklow County Council Area Relevant to the Proposed Scheme

As outlined above the Proposed Scheme is partially located within the Bray Municipal District Local Area Plan (LAP) (WCC 2018) at the most southerly section of the Proposed Scheme.

The relevant objectives from these local plans to the Proposed Scheme are outlined in Table 3.17 below.

Table 3.17: WCC LAPs

LAP	Reference / Section	Objective	Project Response
Bray Municipal District Local Area Plan (2018-2024)	2.1 Vision	<i>For the Bray Municipal District to be a cohesive community of people enjoying distinct but interrelated urban and rural environments; where natural surroundings and important resources are protected; where opportunities abound to live and work in a safe atmosphere, allowing people to enjoy the benefits of well paid jobs, a variety of housing choices, excellent public services, ample cultural and leisure opportunities, and a healthy environment.</i>	The Proposed Scheme will help facilitate the Vision of the Bray Municipal District LAP by providing the infrastructure required to facilitate an enhanced and sustainable public transport system.
	2.2.5 Town Centre & Retail Strategy for Bray	<i>It is the vision that Bray will become a major destination for shopping and in particular for medium and higher quality comparison goods. Shoppers within the town shall have access to a range of quality leisure and cultural activities provided within the core retail area. This centre should provide a full range of all types of retail services from newsagents to specialist shops and boutiques, department stores, foodstores of all types, shopping centres and a high level of mixed uses including the arts and culture, to create a vibrant, living place. The centre should be well connected and served by high quality public transport.</i>	The Proposed Scheme will provide the infrastructure necessary to facilitate a high quality public transport, cycling and walking network. The Proposed Scheme will create greater accessibility to Bray and improve its general connectivity.
	2.2.7 Infrastructure Strategy for Bray Md	<i>Promote the development of safe and accessible pedestrian, cycling and traffic routes and excellent public transport facilities.</i>	The Proposed Scheme will provide safe and accessible pedestrian, cycling and public transport facilities along the Proposed Scheme corridor via segregated cycling lanes and junction improvements including safer pedestrian crossings along the Dublin Road in Bray to the end of the section.

LAP	Reference / Section	Objective	Project Response
	8.1.2 Public Transport Objectives	PT1 <i>To cooperate with NTA and other relevant transport planning bodies in the delivery of a high quality, integrated transport system in the Bray MD area.</i>	The Proposed Scheme is part of the NTA's wider BusConnects Programme which will deliver the infrastructure required for high quality public transport, walking and cycling networks, throughout the GDA, including Bray. Also, as highlighted further above the LAP states that WCC will <i>'facilitate and support the recommendation of the NTA's BusConnects Programme'</i>
	8.1.2 Public Transport Objectives	PT2 <i>To support and facilitate the implementation of measures to improve overall accessibility, public transport and walking / cycling opportunities within the Municipal District and between the Municipal District and other centres of population and activity identified in the Bray and Environs Local Transport Study, currently being undertaken by the NTA, Wicklow County Council and TII.</i>	The Proposed Scheme provides the infrastructure necessary to improve overall accessibility by providing upgrades to bus services, cycling and walking facilities along the Proposed Scheme corridor.
	8.1.2 Public Transport Objectives	PT7 <i>To promote the delivery of improved and new bus services both in and out of the District but also within the District by:</i> <ul style="list-style-type: none"> <i>facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities (although unnecessary duplication of bus stops on the same routes / roads will not be permitted);</i> <i>facilitating the provision of bus priority where a requirement for such is identified by the NTA;</i> 	The Proposed Scheme is part of the NTA's BusConnects Programme to upgrade the bus services within the GDA. The Proposed Scheme will provide the infrastructure required to improve bus services along the Proposed Scheme corridor including cycle parking, improved signage and lighting at island bus stops and shelters. The Proposed Scheme will enhance and provide bus stop facilities along the corridor

In addition to the above, Map T01 (Transport Objectives Map) highlights 'Local Road Improvements' along the Dublin Road and Castle Street following the route of the Proposed Scheme.

3.7.5.5 Proposed Scheme Response

The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor adjoining the LAP area. It will facilitate a modal shift towards public transport and active travel modes which is are key objectives of the Bray LAP (2018-2024).

3.7.6 Wicklow County Council Climate Change Adaptation Strategy

The WCC Climate Change Adaptation Strategy (WCC 2019) was adopted in September 2019. A SEA screening and AA screening were produced as part of the strategy. It is a response to the provision of the Climate Action and Low Carbon Development Act 2015. The strategy contains 94 actions that cover 6 thematic areas – Local Adaptation Governance and Business Operations, Infrastructure and Built Environment, Land Use and Development, Drainage and Flood Management, Natural Resources and Cultural Infrastructure and Community Health and Wellbeing. Some key actions relevant to the Proposed Scheme include:

- 'Integrate climate considerations into the design, planning and construction of all roads, footpaths, bridges, roundabouts, amenity areas, recreational trails, public realm and other construction projects. Make provision to incorporate green infrastructure as a mechanism for carbon offset.*
- Develop a Sustainable Transport Plan which will address public transport, cycling and pedestrian infrastructure, measures to reduce car dependence and measure to reduce carbon emissions from transport.'*

3.7.6.1 Proposed Scheme Response

The Proposed Scheme through the provision of enhanced public transport infrastructure will help to achieve WCC's targets as set out in the Climate Change Adaptation Strategy.

4. Proposed Scheme Sections

4.1 Leeson Street to Donnybrook (Anglesea Road Junction)

4.1.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP 2022-2028 (DCC 2022). (For a detailed description of the zonings, refer to Table 1.2 in Appendix 1 Local Policy of this Report).

There are no Construction Compounds located within this section of the Proposed Scheme.

The application boundary that incorporates the proposed works potentially includes lands within the following zoning objectives outlined in Table 4.1.

Table 4.1: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zone	Objective
DCC	Zone Z1: Sustainable Residential Neighbourhoods	<i>To protect, provide and improve residential amenities.</i>
	Zone Z2: Residential Neighbourhoods (Conservation areas)	<i>To protect and/or improve the amenities of residential conservation areas.</i>
	Zone Z3: Neighbourhood centres	<i>To provide for and improve neighbourhood facilities.</i>
	Zone Z4: Key Urban Villages and Urban Villages	<i>To provide for and improve mixed-services facilities.</i>
	Zone Z6: Employment/Enterprise	<i>To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.</i>
	Zone Z8: Georgian Conservation Areas	<i>To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective.</i>
	Zone Z9: Amenity/Open Space Lands/Green Network	<i>To preserve, provide and improve recreational amenity, open space and ecosystem services.</i>
	Zone Z11: Waterways Protection	<i>To protect and improve canal, coastal and river amenities</i>
	Zone Z15: Community and Social Infrastructure	<i>To protect and provide for community uses and social infrastructure.</i>

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

4.1.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the DCDP 2022-2028 (DCC 2022). These are set out in Table 4.2.

Table 4.2: Map Based Objectives

Map Based Objective	Description	Scheme Response
DCC		
Conservation Area	<i>'Conservation Areas are recognised as areas have conservation merit and importance and warrant protection through zoning and policy application. To protect the special interest and character of all Dublin's Conservation Areas – identified under Z8, Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps. Development within or affecting a Conservation Area must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and its setting.'</i>	There are no direct impacts on any of the Conservation Areas within the Proposed Scheme. Any indirect impacts are not considered to be significant and where these impacts occur, they will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase. Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.

Map Based Objective	Description	Scheme Response
Zones of Archaeological Interest	<i>'Zones of Archaeological Interest contribute to the character and heritage of the city, providing opportunities for understanding our past. It is essential that new development in these historic and distinct areas respects the existing character, safeguards the historic setting of the streets and spaces and addresses built heritage and archaeology. All applications for proposed new developments at sites marked as Sites and/or Zones of Archaeological Interest identified on the development plan zoning maps shall be subject to pre application discussion/consultation with the Archaeology Office.'</i>	No zones of archaeological interest in this section will be impacted by the Proposed Scheme. Refer to Chapter 15 (Archaeological and Cultural Heritage Heritage) in Volume 2 of this EIAR.
Architectural Conservation Area	<i>'An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, technical, social, cultural, or scientific interest, or that contributes to the appreciation of Protected Structures'. Indicated as a green hatch on the zoning maps. Development in these zones must respect the existing character of the area and protect and enhance the setting and appearance of the streetscape and/or protected structure.'</i>	The Belmont Avenue ACA is located within this section of the Proposed Scheme. No direct impacts are predicted in this ACA but there is potential for damage to features and buildings within the ACA during construction. The predicted pre-mitigation Construction Phase impact is Indirect, Negative, Moderate and Temporary. Mitigation to offset the risk of damage will include recording, protection and monitoring of the sensitive fabric prior to, and for the duration of the Construction Phase. The predicted post-mitigation Construction Phase Impact is Indirect, Negative, Slight and Temporary. No residual impacts are proposed during the Operational Phase of the Proposed Scheme. Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.

4.1.1.2 Local Area Plans / Masterplans

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

4.1.1.3 Planning History

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

4.1.1.4 Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the DCDP 2016-2022 (DCC 2016a) as set out above and in Appendix 1 (Local Policy). The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above may be necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

4.2 Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout

4.2.1 Zoning

The lands are within the functional area of DCC and DLRCC are zoned in the DCDP 2022-2028 (DCC 2022) and DLRCDP 2022-2028 (2022). (For a detailed description of the zonings, refer Table 2.1 and 2.2 in Sub-Appendix 1 Local Policy of this Report).

Construction Compound BR2 for the Proposed Scheme will be located within the DLRCC area on lands zoned within the DLRCDP 2022-2028 (DLRCC 2022) as follows:

- Objective A: To provide residential development and improve residential amenity while protecting the existing residential amenities.
- Objective F: To preserve and provide for open space with ancillary active recreational amenities.

The application boundary that incorporates the proposed works potentially includes lands within the following zoning objectives outlined in Table 4.3.

Table 4.3: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zoning Objective	Objective
DCC	<i>Zone Z1: Sustainable Residential Neighbourhoods</i>	<i>To protect, provide and improve residential amenities.</i>
	<i>Zone Z2: Residential Neighbourhoods (Conservation Areas)</i>	<i>To protect and/or improve the amenities of residential conservation areas.</i>
	<i>Z6: Employment/Enterprises</i>	<i>To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.</i>
	<i>Z12: Institutional Land (Future Development Potential)</i>	<i>To ensure existing environmental amenities are protected in the predominantly residential future use of these lands</i>
	<i>Zone Z15: Community and Social Infrastructure</i>	<i>To protect and provide for community uses and social infrastructure.</i>
DLRCC	<i>Objective A</i>	<i>To provides residential development and improve residential amenity while protecting the existing residential amenities</i>
	<i>Objective DC</i>	<i>To protect, provide for and-or improve mixed-use district centre facilities.</i>
	<i>Objective F</i>	<i>To preserve and provide for open space with ancillary active recreational amenities.</i>
	<i>Objective E</i>	<i>To provide for economic development and employment.</i>
	<i>Objective NC</i>	<i>To protect, provide for and-or improve mixed-use neighbourhood centre facilities.</i>
	<i>Objective TLI</i>	<i>To facilitate, support and enhance the development of third level education institutions.</i>
	<i>Objective SNI</i>	<i>To protect, improve and encourage the provision of sustainable neighbourhood infrastructure.</i>

Construction compound BR2 will be located on a site zoned under Objective F ‘*To preserve and provide for open space with ancillary active recreational amenities*’. As noted above, the areas required for Construction Compound BR2 will be for a temporary period. Reinstatement works will be carried out following construction. The Proposed Scheme will not prevent any long-term zoning objective for the land from being achieved.

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

4.2.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the DCDP 2016-2022 (DCC 2016a) and DLRCDP 2022-2028 (DLRCDP2022). Those map based objectives related to DCDP are set out in Table 4.4.

Table 4.4: Map Based Objectives

Map Based Objective	Description	Scheme Response
DCC		
Conservation Area	<i>‘Areas are recognised as areas have conservation merit and importance and warrant protection through zoning and policy application. To protect the special interest and character of all Dublin’s Conservation Areas – identified under Z8, Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps. Development within or affecting a Conservation Area must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and its setting.’</i>	There are no direct impacts on any of the Conservation Areas within the Proposed Scheme. Any indirect impacts are not considered to be significant and where these impacts occur, they will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase. Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR

Map Based Objective	Description	Scheme Response
DLRCC		
Core Bus Corridors (Bray to City)	<i>BusConnects Dublin is a programme of integrated projects being progressed by the National Transport Authority, which seeks to overhaul the current bus system in the Dublin area. It comprises several parallel strands of activity, including: M Core Bus Corridors (CBCs) Infrastructure Works, including new segregated cycling facilities. (Planning permission is to be sought in 2022 from An Bord Pleanála).</i>	The Proposed Scheme is part of the NTA's BusConnects Programme to greatly upgrade bus services within the GDA. The Proposed Scheme also includes new segregated cycling facilities alongside upgrades to the pedestrian network.
To protect and preserve Trees And Woodlands	<i>New developments shall be designed to incorporate, as far as practicable, the amenities offered by existing trees and hedgerows. New developments shall, also have regard to objectives to protect and preserve trees and woodlands (as identified on the County Development Plan Maps). The tree symbols on the maps may represent an individual tree or a cluster of trees and are not an absolute commitment to preservation. Decisions on preservation are made subject to full Arboricultural Assessment and having regard to other objectives of the Plan.</i>	The Proposed Scheme will protect existing trees and hedgerows where possible. However, it is considered that trees and hedgerows will be removed as part of the Proposed Scheme design. The Proposed Scheme does cater for replacement or additional tree and other planting where feasible along the Proposed Scheme.
Boundary of lands for which a Local Area Plan will be prepared	<i>The lands at Old Connaught and Rathmichael both zoned Objective 'A1' – 'To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans.'. As provided under the LAP programme contained in Table 2.16, it is the intention of the Council to prepare Local Area Plans for both of these new communities during the lifetime of the Plan. The future Local Area Plans for Rathmichael and Old Connaught may include new land use zonings for neighbourhood centres, open space and other land uses.</i>	The Proposed Scheme corridor adjoins the boundary for a new Local Area Plan at Old Connaught in this section. The Proposed Scheme will provide the infrastructure required for a sustainable transport network proximate to the LAP lands. has considered the potential for a new Local Area Plan here and will not impact on the ability to provide for new residential communities and Sustainable Neighbourhood Infrastructure. The Proposed Scheme will assist in the creation of sustainable infrastructure through the provision of an updated, reliable and attractive public transport system alongside walking and cycling facilities which will cater for any new residential developments within this area.
Boundary of Local Area Plan	<i>This Boundary is made in relation to the Stillorgan - Local Area Plan 2018 – 2024.</i>	See Table 3.14 for Scheme Response to the Stillorgan LAP 2018 – 2024.
Record of Monuments and Places	<i>The Record of Monuments and Places (RMP) was established under Section 12 of the National Monuments (Amendment) Act, 1994. Structures, features, objects or sites listed in this Record are known as Recorded Monuments.</i>	No national monuments will be impacted by this section of the Proposed Scheme. No negative significant residual impacts were identified to Recorded Archaeological Sites / Monuments during the Construction Phase of the Proposed Scheme. All archaeological and cultural heritage issues will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase, therefore no residual impacts have been identified. Refer to Chapter 15 (Archaeological and Cultural Heritage) in Volume 2 of this EIAR.
Industrial Heritage	<i>The sites, structures, machinery, artefacts and plant associated with manufacturing, transportation, communications, construction, public utilities, raw material extraction and production form our industrial heritage.</i>	A bus garage, tramway depot and bridge over Shanganagh Stream have been classed as industrial heritage features along the route corridor of the Proposed Scheme. There will be no impacts to these features. Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.

Map Based Objective	Description	Scheme Response
Architectural Conservation Area	<i>Dún Laoghaire-Rathdown has a diverse architectural heritage that is reflected in the significant number of areas of special character - which are defined as Architectural Conservation Areas</i>	The Foxrock ACA is located in this section of the Proposed Scheme. No direct impacts are predicted in this ACA but there is potential for damage to features and buildings within the ACA during construction. The predicted pre-mitigation Construction Phase impact is Indirect, Negative, Moderate and Temporary. Mitigation to offset the risk of damage will include recording, protection and monitoring of the sensitive fabric prior to, and for the duration of the Construction Phase. The predicted post-mitigation Construction Phase Impact is Indirect, Negative, Slight and Temporary. No residual impacts are proposed during the Operational Phase of the Proposed Scheme. Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.
Cherrywood SDZ Planning Scheme	<i>The Cherrywood Adopted Planning Scheme is an area designated as an SDZ by DLRCC and is considered to be a large, undeveloped land-bank approximately 360 hectares in size</i>	See Table 3.15 for Scheme Response to the Cherrywood Planning Scheme.
6 Year Road Objectives/Traffic Management/Active Travel Upgrades	<i>The majority of DLR's 6 Year road proposals primarily consist of safety and facilities improvements for pedestrians and cyclists. All road projects listed and unlisted in this Plan will consider all modes (walking, cycling and, if appropriate, bus) in accordance with DMURS and the National Cycle Manual. The Road in this Section refers to the Cherrywood to Dún Laoghaire Strategic Route (R118, Wyattville Road to Glenageary Roundabout)</i>	The Proposed Scheme has been designed in accordance with DMURS and the National Cycle Manual. The Proposed Scheme will help facilitate the Cherrywood to Dún Laoghaire Strategic Route (R118, Wyattville Road to Glenageary Roundabout). Whilst it will not include it in the design of the Proposed Development it will not impact on the ability for this upgrade to occur.
Proposed Natural Heritage Areas	<i>Under the Wildlife (Amendment) Act, 2000 proposed Natural Heritage Areas (pNHAs) have been designated to conserve species and habitats of national importance. These areas, established under the Wildlife Act, are areas where nature conservation is the primary objective and takes precedence over all other activities.</i>	The Proposed Scheme will not significantly impact on any pNHAs. Refer to Chapter 12 (Biodiversity) and Chapter 14 (Land, Soils, Geology and Hydrology) in Volume 2 of this EIAR.
Candidate Architectural Conservation Area	<i>DLR has a number of candidate Architectural Conservation Areas and these are listed in Appendix 4. They will be assessed in accordance with the assessment criteria are set out in Part IV of the Planning and Development Act, 2000 (as amended) and Chapter 3 of 'Architectural Heritage Protection Guidelines for Planning Authorities' All proposals for new development should preserve or enhance the established character of the buildings and streetscape.</i>	Along the Proposed Scheme all archaeological and cultural heritage issues will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase. Where issues cannot be resolved these are identified as being temporary and will not impact any archaeological and cultural heritage assets during operation of the Proposed Scheme. Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.
Specific Local Objective 88	<i>To liaise with Transport Infrastructure Ireland (TII) to investigate potential improvements to the Loughlinstown Roundabout with any such improvements to be informed by the outcome of the TII's on-going Corridor Studies.</i>	At the Loughlinstown Roundabout it is proposed to signalise the existing roundabout on three arms and to provide a continuous bus lane southbound through the junction towards Shankill. In addition, new junction layouts have been proposed at all major junctions along this section to remove existing left turn slips and to provide improved cycle movements. The northbound U-turn lane has been removed at the Westminster Road junction in order to facilitate a toucan crossing.
Strategic Road Reservation	<i>Planning applications in the vicinity of the Dublin Eastern Bypass (DEBP) shown on the development plan maps 1, 2, 5 and 6 as a Strategic road reservation and subject to SLO 4 shall comply with the requirements of the Dublin Eastern Bypass Corridor Protection Study Booterstown to Sandyford, 2011 and any subsequent updates.</i>	The Strategic Road Reservation runs from Sandyford to the coast, and crosses over the Proposed Scheme to the south of UCD running west to east. The Proposed Scheme complies with the requirements of the Dublin Eastern Bypass Corridor Protection Study Booterstown to Sandyford, 2011 and any subsequent updates.
Core Bus Corridor	<i>The Core Bus Corridors Infrastructure Works as proposed will include...The Bray to City Centre Core Bus Corridor which will run through Shankill and along the N11.</i>	The Proposed Scheme will run along this route.

4.2.1.2 Local Area Plans / Masterplans

There is one LAP / Masterplan (Stillorgan Local Area Plan) and a SDZ (the Cherrywood Planning Scheme) along the Donnybrook to Loughlinstown Scheme Section.

Relevant policies and objectives from each of these documents are outlined in Table 3.14 and Table 3.15 above.

4.2.1.3 Planning History

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

4.2.1.4 Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the DCDP 2022 -2028 (DCC 2022) and DLRCDP 2022-2028 (DLRCC 2022) as set out above and in Appendix 1 (Local Policy). The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

4.3 Loughlinstown Roundabout to Bray North (Wilford Roundabout)

4.3.1 Zoning

The lands are within the functional area of DLRCC and are zoned in the DLRCDP 2022-2028 (DLRCC 2022). (For a detailed description of the zonings refer to Table 2.2 in Appendix 1 Local Policy of this Report).

There are no Construction Compounds located within this section of the Proposed Scheme.

The application boundary that incorporates the proposed works potentially includes lands within the following zoning objectives outlined in Table 4.5.

Table 4.5: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zoning Objective	Objective
DRLCC	Objective A	To provides residential development and improve residential amenity while protecting the existing residential amenities.
	Objective F	To preserve and provide for open space with ancillary active recreational amenities.
	Objective SNI	To protect, improve and encourage the provision of sustainable neighbourhood infrastructure.
	Objective NC	To protect, provide for and-or improve mixed-use neighbourhood centre facilities.

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

4.3.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the DLRCDP (DLRCC 2022). Those map based objectives related to DLRCDP 2022-2028 (2022) are set out in Table 4.6.

Table 4.6: Map Based Objectives

Map Based Objective	Description	Scheme Response
DLRCDP		

Map Based Objective	Description	Scheme Response
Core Bus Corridors	<i>BusConnects Dublin is a programme of integrated projects being progressed by the National Transport Authority, which seeks to overhaul the current bus system in the Dublin area. It comprises several parallel strands of activity, including: M Core Bus Corridors (CBCs) Infrastructure Works, including new segregated cycling facilities. (Planning permission is to be sought in 2022 from An Bord Pleanála).</i>	The Proposed Scheme is part of the NTA's BusConnects Programme to upgrade bus services within the GDA. The Proposed Scheme includes new segregated cycling facilities alongside upgrades to the pedestrian network to encourage active travel and facilities to enhance walking.
Proposed Luas Line Extension	Included in the Greater Dublin Area Transport Strategy 2016-2035 are proposals to extend the Luas Green Line from Brides Glen to the Bray area (Luas Line B2), subject to the timing and scale of new development in this area and appraisal and economic assessment..... <i>The Council will protect and safeguard the provisional alignment and surrounding lands, of Luas Line B2 as detailed on Map Nos. 10 and 14.</i>	The Proposed Scheme will not impact on the future development of the Luas extension on Map Nos. 10 and 14.
To protect and preserve Trees And Woodlands	<i>New developments shall be designed to incorporate, as far as practicable, the amenities offered by existing trees and hedgerows. New developments shall, also have regard to objectives to protect and preserve trees and woodlands (as identified on the County Development Plan Maps). The tree symbols on the maps may represent an individual tree or a cluster of trees and are not an absolute commitment to preservation. Decisions on preservation are made subject to full Arboricultural Assessment and having regard to other objectives of the Plan.</i>	The Proposed Scheme will protect existing trees and hedgerows, where possible. However, it is considered that trees and hedgerows will be removed as part of the Proposed Scheme design. The Proposed Scheme does cater for replacement or additional tree and other planting where feasible along the Proposed Scheme.
Record of Monuments and Place	<i>The Record of Monuments and Places (RMP) was established under Section 12 of the National Monuments (Amendment) Act, 1994. Structures, features, objects or sites listed in this Record are known as Recorded Monuments.</i>	No national monuments will be impacted by this section of the Proposed Scheme. No negative significant residual impacts were identified to Recorded Archaeological Sites / Monuments during the Construction Phase of the Proposed Scheme. All archaeological and cultural heritage issues will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase, therefore no residual impacts have been identified. Refer to Chapter 15 (Archaeological and Cultural Heritage Heritage) in Volume 2 of this EIAR.
6 Year Road Objectives/Traffic Management/Active Travel Upgrades	<i>The majority of DLR's 6 Year road proposals primarily consist of safety and facilities improvements for pedestrians and cyclists. All road projects listed and unlisted in this Plan will consider all modes (walking, cycling and, if appropriate, bus) in accordance with DMURS and the National Cycle Manual.</i> <i>The Road in this Section refers to the Link from Ferndale Road to Dublin Road</i>	The Proposed Scheme will help to facilitate the Link from Ferndale Road to Dublin Road. Whilst it will not include it in the design of the Proposed Development it will not impact on the ability for this upgrade to occur.
Core Bus Corridor	<i>The Core Bus Corridors Infrastructure Works as proposed will include...The Bray to City Centre Core Bus Corridor which will run through Shankill and along the N11.</i>	The Proposed Scheme will run along this route.
Specific Local Objective 148	<i>To protect and safeguard the roundabouts on the approaches into Shankill village at St. Anne's Church and at the junction of Dublin Road (R119) and Quinn's Road.</i>	Refer to Section 4.3.1.4

4.3.1.2 Local Area Plans / Masterplans

There is one LAP along the Loughlinstown Roundabout to south of the Bray North (Wilford Roundabout) Scheme Section, this is the Woodbrook-Shananagh LAP.

Relevant policies and objectives from this document are outlined above in Table 3.14

4.3.1.3 Planning History

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

4.3.1.4 Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the DLRCDP (DLRCC 2022) as set out above and in Appendix 1 (Local Policy). The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above may be necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

Specific Local Objective 148 Response

Specific Local Objective 148 seeks 'To protect and safeguard the roundabouts on the approaches into Shankill village at St. Anne's Church and at the junction of Dublin Road (R119) and Quinn's Road.' The Proposed Scheme, as per EIAR Chapter 4 (Proposed Project Description) seeks to undertake the following:

'The roundabout between the Dublin Road, Corbawn Lane, and Shanganagh Road is proposed to be upgraded to a signalised junction with new pedestrian crossing facilities and signal-controlled priority for buses. Corbawn Lane is to be an exit only junction on to Shanganagh Road. A dedicated right-turn lane is proposed from Shanganagh Road on to Beechfield Manor. A dedicated left turn lane from Shanganagh Road into Beechfield Manor is also to be provided.'

'The Quinn's Road roundabout is to be upgraded to a signalised junction, and an upgraded signalised junction is proposed at the entrance to the Olcovar development. Footpaths along the Dublin Road at Cherrington Drive and Beech Road are to be retained at their roadside location.'

As per the EIAR Chapter 3 (Consideration of Reasonable Alternatives) and the Feasibility Report, the replacement of the roundabouts with the signalised junctions is required due to the following:

- Within DMURS where feasible the preference is to replace existing roundabouts with signalised junctions to improve the facilities for vulnerable road users such as pedestrians and cyclists, it also enables bus priority;
- It would be preferable in terms of journey-time reliability and transport network integration;
- The implementation of signalised junctions allows for safer crossing points for pedestrians and cyclists; and
- The signalised junction in this location allow for bus priority where bus lanes are constrained along the Proposed Scheme.

In the context of the above, if the aforementioned roundabouts were retained it would not allow for bus priority and safer crossing for pedestrians and cyclists at these locations. Therefore, the continuous linear operational functioning of the corridor and key project objectives related to safety, sustainable transportation and efficiency of service would be disrupted at these locations which is why the roundabouts must be removed.

In addition to the above, Amendment 45 of the Road Traffic and Roads Act 2023 amends the 1993 Roads Act, giving power to An Bord Pleanála to approve a scheme or proposed road development that contravenes materially any plan. Section 51AA paragraph (c) of the Road Traffic and Roads Act 2023 states:

'the scheme or proposed road development should be approved having regard to the transport strategy made under section 12 of the Dublin Transport Authority Act 2008, the regional spatial and economic strategy for the area, guidelines under section 28 of the Act of 2000, policy directives under section 29 of the Act of 2000, the statutory obligations of any local authority in the area, and any relevant policy of the Government, the Minister for Housing, Local Government and Heritage or any Minister of the Government;'

The Proposed Scheme may be approved notwithstanding Specific Local Objective 148 as it is negated by the GDA Transport Strategy 2022-2042 and the RSES for the Eastern and Midlands region.

4.4 Bray North (Wilford Roundabout) to Bray South (Fran O’Toole Bridge)

4.4.1 Zoning

The lands are within the functional area of DL RCC, zoned within the DL RCDP 2022-2028 (DL RCC 2022) and within the functional area of WCC. As outlined above, WCC uses Town Plans, Settlement Plans and LAPs to identify the zonings of the County Council area. Therefore, the lands are zoned within the Bray Municipal District Local Area Plan (BMDLAP) 2018-2024 (WCC 2018). (For a detailed description of the zonings refer to Table 2.2 and 2.3 in Appendix 1 Local Policy of this report).

Construction Compound BR1 will be located within the DL RCC area on lands zoned as follows:

- Objective E: To provide for economic development and employment.

Specific Local Objective 112 is also located on these lands which states:

‘To facilitate the provision of a pedestrian and cycle corridor connecting Cois Cairn to the Dublin Road, in conjunction with the development of the Council owned ‘E’ zoned lands and the upgrading of the Wilford Interchange, with any such improvements to be informed by the outcome of the TII’s on-going Corridor Studies and any future studies’.

The application boundary that incorporates the proposed works potentially includes lands within the following zoning objectives outlined in Table 4.7.

Table 4.7: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zoning Objective	Objective
DL RCC	Objective A	To protect and-or improve residential amenity.
	Objective A1	To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans
	Objective E	To provide for economic development and employment.
	Objective GB	To protect and enhance the open nature of lands between urban areas.
	Objective NC	To protect, provide for and-or improve mixed-use neighbourhood centre facilities.
	Objective F	To preserve and provide for open space with ancillary active recreational amenities.
	Objective SNI	To protect, improve and encourage the provision of sustainable neighbourhood infrastructure.
	Objective MTC	To protect, provide for and-or improve major town centre facilities.
Bray Municipal Area Local Plan (WCC)	NC Neighbourhood Centre	To protect, provide for, and improve a mix of neighbourhood centre services and facilities, which provide for the day-to-day needs of the local community
	R-HD New Residential	To protect, provide and improve residential amenities n a high density format.
	RE Existing Residential	To protect, provide and improve residential amenities of existing residential areas
	TC Town Centre	To provide for the development and improvement of appropriate town centre uses including retail, commercial, office and civic use, and to provide for ‘Living Over the Shop’ residential accommodation, or other ancillary residential accommodation.

As noted above, the areas required for Construction Compound BR1 will be for a temporary period. Reinstatement works will be carried out following construction. Construction compound BR1 will be located on a site of mature vegetation that is not currently zoned under the BMDLAP 2018-2024 (2018).

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

4.4.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the DLRCDP 2022-2028 (2022) and BMDLAP 2018-2024 (WCC 2018). Those map-based objectives related to DLRCDP and BMDLAP are set out in Table 4.8.

Table 4.8: Map Based Objectives

Map Based Objective	Description	Scheme Response
DLRCC		
6 Year Road Objectives/Traffic Management/Active Travel Upgrades	<i>The majority of DLR's 6 Year road proposals primarily consist of safety and facilities improvements for pedestrians and cyclists. All road projects listed and unlisted in this Plan will consider all modes (walking, cycling and, if appropriate, bus) in accordance with DMURS and the National Cycle Manual. The Road in this Section refers to the Link from Ferndale Road to Dublin Road</i>	The Proposed Scheme will help facilitate the Link from Ferndale Road to Dublin Road. Whilst it will not include it in the design of the Proposed Development it will not impact on the ability for this upgrade to occur.
Core Bus Corridors	<i>BusConnects Dublin is a programme of integrated projects being progressed by the National Transport Authority, which seeks to overhaul the current bus system in the Dublin area. It comprises several parallel strands of activity, including: M Core Bus Corridors (CBCs) Infrastructure Works, including new segregated cycling facilities. (Planning permission is to be sought in 2022 from An Bord Pleanála).</i>	The Proposed Scheme is part of the NTA's BusConnects Programme to greatly upgrade bus services within the GDA. The Proposed Scheme also includes new segregated cycling facilities alongside updates to pedestrian facilities to enhance walking.
To protect and preserve Trees And Woodlands	<i>New developments shall be designed to incorporate, as far as practicable, the amenities offered by existing trees and hedgerows. New developments shall, also have regard to objectives to protect and preserve trees and woodlands (as identified on the County Development Plan Maps). The tree symbols on the maps may represent an individual tree or a cluster of trees and are not an absolute commitment to preservation. Decisions on preservation are made subject to full Arboricultural Assessment and having regard to other objectives of the Plan.</i>	The Proposed Scheme will protect existing trees and hedgerows where possible. However, it is considered that trees and hedgerows will be removed as part of the Proposed Scheme design. The Proposed Scheme does cater for replacement or additional tree and other planting where feasible along the Proposed Scheme.
Industrial Heritage	<i>The sites, structures, machinery, artefacts and plant associated with manufacturing, transportation, communications, construction, public utilities, raw material extraction and production form our industrial heritage.</i>	A bridge over Shanganagh Stream have been classed as industrial heritage features along the route corridor of the Proposed Scheme. There will be no impacts to these features. Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.
Protected Structure (Building)	<i>Structures, or parts of structures, which are of, special architectural, historical, archaeological, artistic, cultural, scientific, technical or social interest.</i>	From the Wilford Roundabout the road into Bray comprises a discordant mix of 20th century residential and commercial properties including at the very northern end is the 'Side Lodge' (a protected structure) associated with Woodbrook Demesne, a rather discreet feature amongst the neighbouring garage and commercial properties. The Side Lodge is to be demolished and rebuilt at a more set-back location as part of the Proposed Scheme, resulting in a moderate residual impact on that feature. No significant residual impacts were identified to any other protected structures during the Construction Phase of the Proposed Scheme. All archaeological and cultural heritage issues will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase, therefore no residual impacts have been identified. Refer to Chapter 15 (Archaeological and Cultural Heritage) and Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.
Specific Local Objective 148	<i>To protect and safeguard the roundabouts on the approaches into Shankill village at St. Anne's Church and at the junction of Dublin Road (R119) and Quinn's Road.</i>	Refer to Section 4.3.1.4

Map Based Objective	Description	Scheme Response
Record of Monuments And Place	<i>The Record of Monuments and Places (RMP) was established under Section 12 of the National Monuments (Amendment) Act, 1994. Structures, features, objects or sites listed in this Record are known as Recorded Monuments.</i>	No national monuments will be impacted by this section of the Proposed Scheme. No negative significant residual impacts were identified to Recorded Archaeological Sites / Monuments during the Construction Phase of the Proposed Scheme. All archaeological and cultural heritage issues will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase, therefore no residual impacts have been identified. Refer to Chapter 15 (Archaeological and Cultural Heritage Heritage) in Volume 2 of this EIAR.
Boundary of Local Area Plan	<i>This Boundary is made in relation to the Bray Municipal District Local Area Plan (2018-2024)</i>	See Table 3.17 for Scheme Response to the Bray Municipal District Local Area Plan.
Burial Ground	<i>Also known as Cemetery within the DLRCDP. Burial Ground located at Shanganagh Cemetery.</i>	The Proposed Scheme will require the slight repositioning of the Shanganagh Cemetery / Dublin Road boundary, including the removal of a row of conifer trees and rebuilding of the wall, in order to retain a number of mature roadside trees outside the cemetery boundary. Refer to Chapter 15 (Archaeological and Cultural Heritage Heritage) in Volume 2 of this EIAR.
Boundary of Objective Area (Specific Objective 22)	<i>To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities within the outlined group of buildings / land.</i>	The Proposed Scheme will not impact on the ability for this specific objective to be met. The Proposed Scheme will facilitate the development of sustainable transport infrastructure which will support links to the neighbourhood.
Proposed Luas Line Extension	<i>The route of a proposed indicative Luas Spur from Old Connaught Avenue to Fassaroe, Bray as shown on Map 14 shall be further considered and informed by and in the context of the next Transport Strategy for the Greater Dublin Area.</i>	The Proposed Scheme will meet the Luas Spur at the Corke Abbey Avenue / Old Connaught Avenue junction with the Dublin Road. The Proposed Scheme will not impact on the development of the Luas expansion project.
Core Bus Corridor	<i>The Core Bus Corridors Infrastructure Works as proposed will include...The Bray to City Centre Core Bus Corridor which will run through Shankill and along the N11.</i>	The Proposed Scheme will run along this route.
BMDLAP (WCC)		
Local Road Improvements	<i>Local Road Improvement along Castle Street – Dublin Road included under Objective R07 “To improve (as funding allows) the following roads in Bray MD, and ensure developments along these routes are so designed as to allow for / not impede the delivery of required improvements:</i> <ul style="list-style-type: none"> • Castle Street – Dublin Road • Vevay Road • Novara Avenue • Seapoint Road • Killarney Lane • Kilbride Lane • Ballyman Road from County Brook to the R117”. 	The Proposed Scheme is located along the Castle Street – Dublin Road Local Road Improvement. The Proposed Scheme will facilitate the improvements along this route and assist in the upgrade of the local road.
Tree Preservation Orders	<i>Subject to Objective G11 “To promote the preservation of trees, groups of trees or woodlands in particular native tree species, and those trees associated with demesne planting, where considered to be viable, safe and in line with sound arboricultural management, in the interest of amenity or the environmental, as set out in the Heritage Schedules of this plan”.</i>	A tree preservation order is located at Ravenswell (a mature Monterey Pine at the entrance). Although works will occur in proximity this tree is to be retained and there will be no adverse change to this designation.
National Monuments	<i>A structure or specified part of a structure, which is included in the RPS. The purpose of the RPS is to protect structures, or parts of structures, which form part of the architectural heritage and which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest</i>	No national monuments will be impacted by this section of the Proposed Scheme. Refer to Chapter 15 (Archaeological and Cultural Heritage Heritage) in Volume 2 of this EIAR.

Map Based Objective	Description	Scheme Response
Areas of Archaeological Potential	<i>Archaeological heritage includes structures, constructions, groups of buildings, developed sites, underwater sites, moveable objects and monuments of other kinds, as well as their context, whether situated on land or under water.</i>	No areas of archaeological potential will be impacted by this section of the Proposed Scheme. Refer to Chapter 15 (Archaeological and Cultural Heritage) in Volume 2 of this EIAR.
Views and Prospects Bray	<i>The views and prospects listed in this plan for protection are those views / prospects that are considered to be of the highest amenity value in the County. Where listed views / prospect occur in settlements, it is not the intention that all lands in the view / prospect will be 'sterilised' from development. Any application for development in such locations will be required to provide an assessment of the view / prospect and an evaluation of how the development would change or interfere with that view / prospect.</i>	A view is identified for protection south along the Dublin Road from the boundary with DLRCC. The Proposed Scheme involves works along the majority of this route including widening and pedestrian / cycle improvements. While the works will be visible in the protected views they will not notably detract from the view.

4.4.1.2 Local Area Plans / Masterplans

The Proposed Scheme is located within the Bray Municipal District LAP from the junction of Old Connaught Avenue, Dublin Road and Corke Abbey Avenue to the end of the Proposed Scheme and the Woodbrook-Shananagh LAP south of the Wilford Roundabout.

Relevant policies and objectives from this document are outlined above in Table 3.17.

4.4.1.3 Planning History

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

4.4.1.4 Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the DCCDP 2016-2022 (DCC 2016a) as set out above and in Appendix 1 (Local Policy). The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above may be necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

Demolition of Woodbrook Side Lodge and Reconstruction

The Proposed Scheme boundary extends into the property of Woodbrook Side Lodge located at the southern end of the Woodbrook Estate in Bray. It is proposed to demolish the existing two bedroom house and build a replacement lodge further east of its present location in order to allow for road widening in that area. In order to reduce the heritage impact associated with the demolition, it is proposed to reuse some of the materials from the existing house within the new house, as far as reasonably practicable.

The proposal to demolish the Side Lodge and its boundary features and to construct a replacement lodge and reconstruct the boundary treatment to the east of its current location emerged as the preferred option. In this scenario, material salvaged from the existing lodge would be incorporated in the new structure where practicable and the existing piers, jambs and lintels to the gates would be incorporated in a boundary wall which would be rebuilt to match the existing. Where practicable the reuse of material from the original lodge will be used in the new build.

Under the DLRDP 2022-2028 the Side Lodge is a protected structure and the site is not zoned. Table 4.9 below sets out those policies deemed relevant to the proposed demolition and relocation.

Table 4.9: Relevant Policies / Objectives to Side Lodge

Objective / Policy	Description	Scheme Response
CA6	<p><i>Retrofit and Reuse of Buildings; It is a Policy Objective to require the retrofitting and reuse of existing buildings rather than their demolition and reconstruction where possible recognising the embodied energy in existing buildings and thereby reducing the overall embodied energy in construction as set out in the Urban Design Manual (Department of Environment Heritage and Local Government, 2009). (Consistent with RPO 7.40 and 7.41 of the RSES).'</i></p>	<p>Material salvaged from the existing modestly sized building would be incorporated into a new building, where practicable. The existing piers, jambs and lintels to the gates will be incorporated in the new boundary wall which would be rebuilt to match the existing. For further details refer to Chapter 16 (Architectural Heritage), Chapter 4 (Proposed Project Description) and Chapter 8 (Climate) within Volume 2 of the EIAR.</p>
HER8	<p><i>'Policy Objective HER8: Work to Protected Structures: It is a Policy Objective to:</i></p> <ul style="list-style-type: none"> <i>i. Protect structures included on the RPS from any works that would negatively impact their special character and appearance.</i> <i>ii. Ensure that any development proposals to Protected Structures, their curtilage and setting shall have regard to the 'Architectural Heritage Protection Guidelines for Planning Authorities' published by the Department of the Arts, Heritage and the Gaeltacht.</i> <i>iii. Ensure that all works are carried out under supervision of a qualified professional with specialised conservation expertise.</i> <i>iv. Ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout, and materials.</i> <i>v. Ensure that the form and structural integrity of the Protected Structure is retained in any redevelopment and that the relationship between the Protected Structure and any complex of adjoining buildings, designed landscape features, or views and vistas from within the grounds of the structure are respected.</i> <i>vi. Respect the special interest of the interior, including its plan form, hierarchy of spaces, architectural detail, fixtures and fittings and materials.</i> <i>vii. Ensure that new and adapted uses are compatible with the character and special interest of the Protected Structure.</i> <i>viii. Protect the curtilage of protected structures and to refuse planning permission for inappropriate development within the curtilage and attendant grounds that would adversely impact on the special character of the Protected Structure.</i> <i>ix. Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features.</i> <i>x. Ensure historic landscapes and gardens associated with Protected Structures are protected from inappropriate development (consistent with NPO 17 of the NPF and RPO 9.30 of the RSES)'</i> 	<p>It is proposed to reconstruct Woodbrook Side Lodge (DLR RPS 1874, NIAH 60260162) and relocate the associated boundary wall, dressed granite pedestrian gateway and entrance gates (CBC0013BTH021) to Woodbrook House (DLR RPS 1870, NIAH 60260157). The lodge is associated with the secondary entrance to Woodbrook House and forms part of the demesne landscape (NIAH 5676). A new lodge building and the reconstruction of the associated boundary features will maintain their relationship (albeit altered), with Woodbrook House and its demesne landscape. For further details refer to Chapter 16 (Architectural Heritage), Chapter 4 (Proposed Project Description) and Chapter 8 (Climate) within Volume 2 of the EIAR</p>
HER20	<p><i>Buildings of Vernacular and Heritage Interest: It is a Policy Objective to:</i></p> <ul style="list-style-type: none"> <i>i. Retain, where appropriate, and encourage the rehabilitation and suitable reuse of existing older buildings/structures/features which make a positive contribution to the character and appearance of the area and streetscape in preference to their demolition and redevelopment and to preserve surviving shop and pub fronts of special historical or architectural interest including signage and associated features.</i> <i>ii. Encourage the retention and/or reinstatement of original fabric of our historic building stock such as windows, doors, roof coverings, shopfronts, pub fronts and other significant features.</i> 	<p>Material salvaged from the existing building would be incorporated into the new building where practicable. The existing piers, jambs and lintels to the gates will be incorporated in the new boundary wall which would be rebuilt to match the existing. For further details refer to Chapter 16 (Architectural Heritage), Chapter 4 (Proposed Project Description) and Chapter 8 (Climate) within Volume 2 of the EIAR.</p>

Proposed Scheme Response

A previous road improvement scheme which is similar to the Proposed Scheme was lodged to An Bord Pleanála (Ref HA0020/KA0013) which proposed demolishing and replacing Woodbrook Site Lodge was approved in October 2009. The Inspectors Report noted that DLRC and the Department of Environment Heritage and Local Government (DOEHLG) indicated that Side Lodge *'has been heavily altered over time...with the rendering of the exterior and total remodelling of the interior'*. The DOEHLG considered the replicated building with a similar external but a modern interior more practical and a reasonable compromise. Section 57(10)(b) of the Planning and Development Act 2000 (as amended) states that *'A planning authority, or the Board on appeal, shall not grant permission for the demolition of a protected structure or proposed protected structure, save in exceptional circumstances.'* DLR stated that the situation for a road improvement scheme was an exceptional circumstance and the reconstruction of the lodge was satisfactory. The Inspectors Report concluded that *'Given the condition of the building, the plans for its replacement, the benefits of the selected route vis-à-vis others, its removal would seem to be the most acceptable option.... It is reasonable to conclude therefore that Option 1(a) of the proposed Scheme should be authorised and that the protected structure should be removed and replaced as proposed'*.

In the context of the above, there is clearly an important precedent for the removal and relocation of Side Lodge. The Proposed Scheme is an exceptional circumstance and requires the relocation of Side Lodge to facilitate an uninterrupted linear functioning of the corridor.

Following the consideration of the alternative options as described in Chapter 3 (Alternatives), the EPR option offers more benefits than other options. The EPR Option is the Preferred Route Option for this section for the following reasons:

- It provides journey time reliability for public transport and cyclists;
- It performs well with respect to integration and road safety; and
- While it impacts on the Woodbrook Side Lodge (Protected Structure), it performs well with respect to other environmental considerations and land take, in particular with respect to the extent of impact to private properties and businesses.

The proposed lodge building will be larger than the existing structure so that it is compliant with current Building Regulations (existing building footprint is approximately 56m², proposed building footprint is approximately 79m²).

5. EIAR Structure and Summary of Assessment

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

Table 5.1: EIAR Structure & Summary of Assessment

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Volume 1: Non-Technical Summary		
Non-Technical Summary (NTS)	Summary of the EIAR in non-technical language.	N/A
Volume 2: Main Report		
Chapter 1 - Introduction	The Introduction Chapter summarises the procedure for the submission of an application for the Proposed Scheme, describes the methodology used to prepare this EIAR and outlines the consultation activities that have been carried out to date.	N/A
Chapter 2 -Need for the Proposed Scheme	The Project Need Chapter outlines the need for the Proposed Scheme in terms of the supporting statutory basis and its evolution.	N/A
Chapter 3 – Consideration of Reasonable Alternatives	The Consideration of Reasonable Alternatives Chapter describes the process undertaken in considering reasonable alternatives and the main reasons for the selection of the Proposed Scheme.	N/A
Chapter 4 – Proposed Scheme Description	The Proposed Scheme Description Chapter describes in detail the scheme infrastructure, elements, and route.	N/A
Chapter 5 - Construction	The Construction Chapter describes the construction activities associated with the Proposed Scheme.	A Construction Environmental Management Plan (CEMP) has been prepared which describes the overall environmental management strategy that will be implemented during the Construction Phase of the Proposed Scheme. The CEMP sets out how the construction works will be delivered in a logical, sensible and safe sequence and incorporates specific environmental control which will ensure environmental protection during the Construction Phase of the Proposed Scheme.
Chapter 6 – Traffic & Transport	The Traffic & Transport Chapter considered the potential traffic & transport impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The assessment concludes that the impact during the Construction Phase will be Negative, Slight to Moderate and Temporary in nature, and with the application of the proposed mitigation measures described above, the impact on traffic and transport will not be significant</p> <p>The Proposed Scheme will deliver strong positive impacts to the quality of pedestrian, cycling and bus infrastructure during the Operational Phase, improving people movement in line with the schemes objectives. These improvements will help to provide attractive alternatives to the private car and promote changes from the use of private cars to walking, cycling and public transport, allowing for greater capacity along the corridor to facilitate the sustainable movement of people as population and employment levels grow in the future. The scheme design has been developed with cognisance of the relevant accessibility guidance and universal design principles so as to provide access for all users.</p> <p>The impacts to general traffic and parking / loading, including the mitigation measures are incorporated into the Proposed Scheme and no further mitigation measures are required to be considered.</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Chapter 7 - Air Quality	The Air Quality Chapter considered the potential air quality impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>Air quality impacts associated with Construction Phase traffic and changes in traffic flows have also been assessed. The assessment concluded that Construction Phase traffic emissions will be overall Neutral and Short-Term in nature across the study area.</p> <p>The assessment of potential air quality impacts associated with Construction Phase activities concludes that the works will be temporary and/or short-term in nature, and with the application of the proposed mitigation measures, the impact on air quality will not be significant.</p> <p>The impacts assessed for the Operational Phase include the potential air quality impacts associated with changes to traffic flows along the Proposed Scheme and realigned traffic lanes and traffic flows. No mitigation measures will be required during the Operational Phase as all ambient air pollutant levels are predicted to comply with air quality standards. The assessment identifies a generally Neutral impact on air quality as a result of the Operational Phase of the Proposed Scheme.</p>
Chapter 8 - Climate	The Climate Chapter considered the potential climate impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>Following the application of mitigation measures, it is expected that there will be a Short-Term, Negative, Minor residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>The operational traffic greenhouse gas emissions associated with the Operational Phase of the Proposed Scheme is predicted to be Negative, Minor and Permanent as the percentage change in CO₂eq will be between ±0.01% and ±0.5% of the Transport Emissions Ceiling. It will result in an increase in CO₂eq emissions equivalent to an increase in approximately 9,300 to 7,140 car trips per weekday on the road network in 2028 and 2043 respectively.</p> <p>The Proposed Scheme will be an enabler to allow for further reductions in car mode share with corresponding transfer to public transport, walking and cycling modes. This can be achieved through signal optimisation, increased bus frequency, further growth in cycling and demand management measures. A greater increase in sustainable mode share will in turn lead to reductions in GHG emissions. Even though the net GHG emissions will be Negative, Minor and Permanent, the Proposed Scheme has the potential to reduce GHG emissions equivalent to the removal of approximately 6,030 and 9,140 car trips per weekday from the road network in 2028 and 2043 respectively based on the traffic optimisation analysis and the bus frequency resilient analysis. This has the effect of a reduction in total vehicle kilometres, a reduction in fuel usage, and increases to sustainable transport trips and modal share in accordance with the 2023 Climate Action Plan (CAP).</p>
Chapter 9 – Noise & Vibration	The Noise & Vibration Chapter considers the potential noise and vibration impacts associated with the Construction and Operational Phases of Proposed Scheme.	<p>Following the application of these mitigation measures, it is expected that there will be no significant residual noise or vibration impacts, as a result of the Construction Phase of the Proposed Scheme.</p> <p>The results of the noise assessment for the design year (2043) Operational Phase have determined that long-term changes in traffic noise levels will result in Positive, Moderate and Long-Term to Negative, Not Significant to Not Significant and Long-Term impacts along the Proposed Scheme. Along the surrounding road network, very small changes in traffic noise levels will occur as a result of traffic redistribution off the Proposed Scheme during daytime periods only. These impacts will range from Positive, Moderate and Long-Term to Negative, Moderate and Long-Term.</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
<p>Chapter 10 - Population</p>	<p>The Population Chapter considered the potential population impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>The community assessment concluded that during the Construction Phase there will be a Neutral to Negative, Moderate and Temporary / Short-Term impact on community amenity and a Negative, Not Significant to Moderate and Temporary / Short-Term impact on community areas due to land take. However there will be Negative, Significant and Short-Term impacts at a number of community receptors through Shankill and Bray, namely residential properties 4 Beech Road, Beauchamp Lodge, 1 Aughmore Lane, Crinken Lodge and 5-7 Dublin Road; while there will be a Negative, Profound and Short-Term impact on the Woodbrook Side Lodge due to the requirement to demolish it.</p> <p>The economic assessment concluded that similarly during the Construction Phase there will be a Neutral to Negative, Moderate and Temporary / Short-Term impact across the community areas with respect to commercial amenity, while there will be a Negative, Not Significant to Slight and Short-Term impact on six community areas due to commercial land take. Seven commercial receptors will experience Negative, Significant and Short-Term land take impacts, namely Circle K, First Stop and Fast Fit in Donnybrook, and AXA Insurance, Circle K and Ford Motors (east side of Dublin Road), Dargle Centre and Castle Street Shopping Centre in Bray.</p> <p>There are also a number of Neutral to Negative, Moderate and Temporary impacts predicted with respect to community and commercial accessibility during the Construction Phase.</p> <p>During the Operational Phase, impacts are predicted to be Negative, Slight, Short-Term to Positive, Slight, Short-Term on community and commercial amenity. Community land take impacts are predicted to be Negative and Not Significant to Slight in nine community areas. There is predicted to be a Negative, Significant and Long-Term impact on residential receptors 4 Beech Road, Crinken Lodge and 1 Aughmore Land, and a Negative, Moderate and Long-Term impact on four residential properties including at Woodbrook Side Lodge following the construction of a replacement lodge (under a worst-case scenario where the lodge is not replaced the Operational Phase impact would remain Profound). There is predicted to be a Negative, Significant and Long-Term impact on the commercial receptor Circle K in Bray (on the east side of Dublin Road) as a result of permanent land take.</p>
<p>Chapter 11 – Human Health</p>	<p>The Human Health Chapter considered the potential human health impacts associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>Temporarily increased traffic congestion because of traffic management measures and diversions during construction will likely cause frustration and annoyance particularly for commuters and people travelling to appointments. Construction noise and vibration, as well as dust may cause annoyance for some nearby residents and workers. The temporary to short-term nature of these impacts means that no lasting impact on health is likely.</p> <p>There may be a requirement for some works to take place at night. This will temporarily increase the likelihood of sleep disturbance in the nearby residential population as a result of noise associated with the construction works. During the day there is risk of sleep disturbance for shift workers due to construction noise. Mitigation measures to control and limit noise associated with the construction works are included in the EIAR.</p> <p>The Proposed Scheme will create opportunities for building in regular physical activity into daily life through the improved pedestrian and cycling facilities, as well as through walking to and from bus stops. It is predicted that this will result in positive health outcomes as some people will change their travel behaviours and benefit from increased regular physical activity as a result.</p> <p>With mitigation in place, people living near some of the proposed new bus stops may experience a new noise source. A small proportion of residents may experience an increase in traffic noise from redirected traffic along some side streets. However, for most people, there will be no perceptible change in environmental noise from the Proposed Scheme.</p> <p>Reductions in general through-traffic, improved pedestrian infrastructure and improvements to the streetscape are likely to encourage more social interaction along the Proposed Scheme, resulting in positive health outcomes such as good mental wellbeing. The new public transport infrastructure is expected to bring improved journey times and improved reliability for public transport journeys, resulting in improved mental health outcomes such as reduced stress, as well as improved access to health, employment, education, and leisure services.</p> <p>The inclusion of bus priority measures and improvements to pedestrian and cyclist infrastructure will support safer and more equitable access for those who do not or cannot use a car. This is expected to have positive impacts on health, by addressing these wider determinants and health inequalities. In addition, the urban environment would be improved and easier to use for a wider variety of pedestrians, including the visually impaired, wheelchair users and the persons with mobility impairment.</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Chapter 12 - Biodiversity	The Biodiversity Chapter considered the potential biodiversity impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>A range of mitigation measures will be implemented to avoid or reduce negative impacts on biodiversity during the Construction Phase, including retaining trees identified as containing potential roost features for bats (insofar as is possible), and planting new street trees, hedgerows and species-rich grasslands. Invasive species management will be implemented to mitigate any risk of the Proposed Scheme contributing to the spread of invasive species during the Construction Phase.</p> <p>The assessment concluded that with the application of the proposed mitigation measures, the impact on biodiversity during the Construction Phase will not be significant beyond the local level.</p> <p>The assessment concluded that there will be no significant impacts on habitats, rare and protected plant species, mammals, amphibians, reptiles, and fish during the Operational Phase.</p> <p>In addition, potential impacts on designated European sites are specifically assessed in the Natura Impact Statement (NIS), which also forms part of this application. The conclusion of the NIS is that the Proposed Scheme will not have any adverse effect on the integrity of any European site.</p>
Chapter 13 - Water	The Water Chapter considered the potential water impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>Following the implementation of the mitigation measures no significant impacts are anticipated on any water body as a result of the Construction Phase of the Proposed Scheme.</p> <p>The impacts assessed during the Operational Phase include the potential surface water impacts associated with areas of impermeability and traffic displacement. During the Operational Phase, the design of the Proposed Scheme will ensure that there will be no net increase in surface water runoff rates to any of the connected waterbodies, using a combination of sustainable drainage systems in the form of filter drains and bioretention systems, which also reduce the potential risks to water quality from routine road contaminants.</p> <p>In the Operational Phase the infrastructure (including the sustainable drainage systems) will be maintained by the Local Authorities and will be subject to their management procedures. No additional mitigation is required, and no impacts are anticipated on any water body as result of the Operational Phase of the Proposed Scheme.</p>
Chapter 14 – Land, Soils, Geology & Hydrology	The Land, Soils, Geology & Hydrology Chapter considered the potential land, soils, geology & hydrology impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>Appropriate mitigation measures will be implemented to avoid or reduce negative impacts on land, soils, geology and hydrogeology during the Construction Phase. It is expected that there will be no residual construction impacts on land, soils, geology and hydrogeology.</p> <p>In the Operational Phase the infrastructure will be maintained by the Local Authority and will be subject to their management procedures to ensure that the correct measures are taken in the event of any accidental spillages and this will reduce the potential for any impact.</p> <p>It is predicted that there will be no residual operational impacts on land, soils, geology and hydrogeology.</p>
Chapter 15 – Archaeological & Cultural Heritage	The Archaeological & Cultural Heritage Chapter considered the potential archaeological & cultural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The mitigation measures proposed to avoid or reduce negative impacts on archaeological and cultural heritage during the Construction Phase include the provision for and funding of the necessary archaeological monitoring, inspection and excavation works that will be required prior to and during construction.</p> <p>There will be no Operational Phase impacts as a result of the Proposed Scheme and no mitigation is required.</p> <p>With the implementation of the proposed mitigation measures, it is expected that there will be no residual negative impacts on archaeological and cultural heritage. There will be a Positive, Moderate, Long-Term impact on the National Monument St Stephen's Green, following the improvement of the urban realm.</p>
Chapter 16 – Architectural Heritage	The Architectural Heritage Chapter considered the potential architectural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>With the implementation of the proposed mitigation measures, it is expected that there will be a Negative, Moderate, Permanent residual impact as a result of the demolition and replacement of Woodbrook Side Lodge and its boundary wall and gates. If the proposed replacement of the Side Lodge was not constructed and only the boundary was replaced (a worst-case scenario), there would be a Negative, Significant, Permanent residual impact. With the implementation of the proposed mitigation measures, it is expected that there will be no other residual negative impacts on architectural heritage across the Proposed Scheme.</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
<p>Chapter 17 – Landscape (Townscape) & Visual</p>	<p>The Landscape (Townscape) & Visual Chapter considered the potential landscape (townscape) & visual impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>Construction of the Proposed Scheme will require land acquisition (temporary and/or permanent) from several properties. Temporary fencing / hoarding will be erected and access to property for the owners / occupiers will be maintained as far as reasonably practicable. Works will require removal of existing and reinstatement of existing roadside boundary walls, railings, entrance gates together with areas of existing garden plantings, garden accesses and garden features.</p> <p>Appropriate measures to avoid or reduce negative landscape (townscape) and visual impacts during the Construction Phase will be implemented, including ensuring that trees and vegetation to be retained within and adjoining the works area will be protected. Works required within the root protection area (RPA) of trees to be retained will follow a project specific arboricultural methodology for such works.</p> <p>While mitigation for the Construction Phase is focused on protecting any landscape features that are to be kept and providing as much visual screening from construction works as possible, it will not be possible or practical to mitigate against impacts on landscape (townscape) and visual characteristics resulting from the removal of mature trees to facilitate construction.</p> <p>With the implementation of the proposed mitigation measures, it is expected that there will be Moderate to Profound, Negative, Temporary / Short-Term Construction Phase residual impacts on the</p> <p>Alterations in the road corridor and changes in traffic, pedestrian and cycle movements are features of the Proposed Scheme. Changes in road corridors, including in traffic signalisation, signage, and in carriageway / parking allocation and traffic movements are a common and regular aspect of active road and traffic management for urban roads and streets. Therefore, such aspects may be considered as a dynamic part of the receiving streetscape environment.</p> <p>It is expected that there will be Neutral, Negative and Positive, Moderate to Significant and Long-Term residual impacts on townscape and streetscape character.</p> <p>In the Operational Phase residual effects will remain for properties experiencing permanent land acquisition, for the impacts on trees including for Tree Preservation Orders / Objectives, particularly through the Loughlinstown Roundabout to Wilford Roundabout section. There will be positive long-term effects for sections of streetscape most notable for areas in Donnybrook and Bray. The Proposed Scheme will also provide for a reduction in the car-centric design of the townscape with an enhanced experience for pedestrians and cyclists through measures such as provision of raised crossing points to side junctions, paving schemes which indicate pedestrian priority and aid in reducing traffic speeds, and shorter or more direct crossing points at junctions.</p>
<p>Chapter 18 – Waste & Resources</p>	<p>The Waste & Resources Chapter considered the potential waste & resources impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>With the implementation of the proposed mitigation measures, it is expected that there will be no residual significant impacts on waste and resources.</p>
<p>Chapter 19 – Material Assets</p>	<p>The Material Assets Chapter considered the potential material assets impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>With the implementation of the proposed mitigation measures there will be no significant residual impacts on material assets as a result of the construction of the Proposed Scheme.</p> <p>There will be no significant Operational Phase impacts on utility infrastructure. Due to the measures included in the design of the Proposed Scheme and the fact that there are minimal impacts predicted during the Operational Phase, no specific mitigation measures are required.</p>
<p>Chapter 20 – Risk of Major Accidents and / or Disasters</p>	<p>The Risk of Major Accidents and / or Disasters Chapter assesses the potential significant adverse impacts on the environment during the Construction and Operational Phases of the Proposed Scheme.</p>	<p>Appropriate mitigation measures will be implemented during the Construction Phase, including the implementation of a Construction Environmental Management Plan and Environmental Incident Response Plan. With the application of these mitigation measures, there are no remaining identified major accidents and / or disaster risk events that present a level of risk that would lead to significant impacts or environmental effects.</p> <p>No significant risks were identified as likely to occur during the Operational Phase.</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Chapter 21 – Cumulative Impacts & Environmental Interactions	The Cumulative Impacts & Environmental Interactions Chapter considers the potential cumulative impacts on the environment of the Proposed Scheme with other developments.	In brief, the Proposed Scheme will address sustainable mode transport infrastructure deficits while contributing to an overall integrated sustainable transport system as proposed in the GDA Strategy. It will increase the effectiveness and attractiveness of bus services operating along the corridor and will result in more people availing of public transport due to the faster journey times and reliability improvements which the Proposed Scheme provides. This in turn will support the potential to increase the bus network capacity of services operating along the corridor and thereby further increasing the attractiveness of public transport. In addition to this, the significant segregation and safety improvements to walking and cycling infrastructure that is a key feature of the Proposed Scheme will further maximise the movement of people travelling sustainably along the corridor and will therefore cater for higher levels of future population and employment growth.
Chapter 22 – Summary of Mitigation	The Summary of Mitigation Chapter summarises the mitigation measures recommended for each of the environmental topics examined within the EIAR.	N/A
Chapter 23 – Summary of Significant Residual Impacts	The Summary of Significant Residual Impacts Chapter collates the predicted residual impacts on the environment as identified in this EIAR, stemming from the Proposed Scheme, during construction and operational phases.	N/A

5.1.1 Other Requirements

5.1.1.1 Water Framework Directive (WFD) Assessment

A Water Framework Directive (WFD) Compliance Assessment was carried out on the Proposed Scheme (Appendix 13.1 in Volume 4 of the EIAR).

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

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

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

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

Article 4.8 states:

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

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

Article 4.9 of the WFD requires that:

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

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

The Nitrates Directive aims to protect water quality by preventing nitrates from agricultural sources polluting ground and surface waters and by promoting the use of good farming practices. The Proposed Scheme will not influence or moderate agricultural land use or land management.

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

5.1.1.2 Conclusion

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

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

Taking into consideration the impacts of the Proposed Scheme on the biological, physico-chemical and hydromorphological quality elements, it is concluded that following the implementation of design and mitigation measures, it will not compromise progress towards achieving GES or GEP or cause a deterioration of the overall status of the waterbodies that are in scope and it will not compromise the qualifying features of protected areas and is compliant with other relevant Directives. It can therefore be concluded that the Proposed Scheme is fully compliant with WFD, and therefore, does not require assessment under Article 4.7 of the WFD (see Section A13.1.2 in Appendix A13.1 in Volume 4 of the EIAR).

5.1.1.3 Flood Risk Assessment (FRA)

The Proposed Scheme has been assessed for existing and future sources of flood risk. There is a risk of flood risk identified for the Proposed Scheme is from pluvial flooding due to the limited capacity of the existing highway

drainage network and fluvial flooding from the Dodder River, Brewery Stream, Carrickmines Stream and Shanganagh River and Rathmichael Stream to parts of the Proposed Scheme. Sections of the site have been identified to be within Flood Zone A. The Proposed Scheme is categorised as local transport infrastructure according to the Office of the Public Works (OPW) Guidelines Planning System and Flood Risk Management Guidelines for Planning Authorities (hereafter referred to as the FRM Guidelines) (DEHLG and OPW 2009).

The assessment undertaken as part of this FRA indicates that the Proposed Scheme will result in the creation of additional impermeable surface for local sections of road widening. Sustainable Urban Drainage (SUDS) will be provided, where appropriate, to manage runoff quantity and quality.

The Proposed Scheme will not affect the hydraulic capacity of Dodder River, Elm Park Stream, Brewery Stream, Carrickmines Stream & Shanganagh River, Rathmichael Stream, River Dargle or any structures which cross it. No works are proposed to modify any existing bridges that would reduce their hydraulic capacity. The existing level of the road will also be maintained. The Proposed Scheme will therefore not result in any change to the existing risk of fluvial flooding. Thus, the Proposed Scheme is suitable for the associated flood risk as per the OPW Guidelines.

5.1.1.4 AA and NIS

A screening for 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 for the Proposed Scheme concluded that it will not adversely affect (either directly or indirectly) the integrity of any European Sites, either alone or on combination with other plans or projects.

5.1.2 Consultations

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

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

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

Table 5.3: Prescribed Bodies and Interested Parties

Prescribed Bodies and Interested Parties	
An Chomhairle Ealaíon	Health Service Executive (HSE)
An Taisce	The Heritage Council
Department of the Environment, Climate and Communications	Inland Fisheries Ireland (IFI)
Department of Transport	Irish Water
Development Applications Unit (DAU) - Department of Culture, Heritage and the Gaeltacht (DCHG)	Office of Public Works (OPW)
Dublin City Council (DCC)	Transport Infrastructure Ireland (TII)
Dún Laoghaire-Rathdown County Council (DLRCC)	Waterways Ireland
National Tourism Development Authority trading as Fáilte Ireland	Wicklow County Council (WCC)
Geological Survey of Ireland (GSI)	

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

- Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage. Consultation meeting held 5 February 2020 to apprise the DAU of BusConnects and the envisaged approach with regard to EIA / Appropriate Assessment (AA);
- Development Applications Unit (DAU) - Department of Culture, Heritage and the Gaeltacht: Comments provided related to the assessment of the impacts of the Proposed Scheme on biodiversity, the completion of ecological surveys (such as trees, hedgerows, bats, birds etc.) alien invasive species, mitigation and monitoring measures and Construction Environmental Management Plans (CEMP);
- Dublin City Council (DCC) comments in relation to the BusConnects Dublin - Core Bus Corridors Infrastructure Works related to transport, air quality, noise, built heritage, street lighting, utility infrastructure, surface water management / flood risk, landscaping, biodiversity and integration with other transportation projects. Specifically, DCC requested that the EIAR should address alternatives, cumulative impacts, and mitigation. In relation to the Proposed Scheme, DCC identified protected structures, Conservations Areas, historic pavings and gateways etc. which have the potential to be impacted due to the Proposed Scheme;
- Dún Laoghaire-Rathdown County Council (DLRCC) comments related to biodiversity, drainage and pollution control, climate change and infrastructure, conservation, planning and traffic. Additionally DLRCC noted that many of the buildings listed on the National Inventory of Architectural Heritage (NIAH) will be added to the record of Protected Structures under the new County Development Plan. Specific comments were noted by DLRCC in relation to the Proposed Scheme, specifically around the need to make reference to the Cherrywood Strategic Development Zone (SDZ) Planning Scheme. An additional submission was made by DLRCC which noted the Council's "Tree Cities of the World" certification at the request of residents in the Shankill part of the Proposed Scheme;
- Health Service Executive (HSE) comments related to the assessment of likely significant impacts on sensitive receptors, surface water, groundwater, air, noise, vibration, dust and on content of the CEMPs;
- Inland Fisheries Ireland's (IFI) submission identified each of the rivers to be crossed as part of the CBC Infrastructure Works and provided a brief summary of their importance. Additionally IFI provided comments on the design, in-stream works and mitigation measures to be implemented;
- The Environmental Health Office of the Health Service Executive provided recommendations in relation to the management of potential pollutants and discharge entering surface waters, the design of suitable drainage systems and storage of fuels and chemicals; and
- Geological Survey Ireland (GSI) were consulted on 21 May 2021, to discuss the BusConnects proposals, and the proposed approach to the assessment of Land, Soils, Geology and Hydrogeology.

There has been ongoing engagement with landowners, and / or anyone with an interest in potentially impacted properties or lands along the corridor of the Proposed Scheme, as the design development has progressed.

Between June to September 2021, 46 letters (registered) have been issued to properties likely to be the subject of the Proposed Scheme Compulsory Purchase Order (CPO) process seeking to engage with them to ascertain ownership details (or to confirm ownership details based on Property Registration Authority – Registry of Deeds referencing research), or to ascertain any others with an interest in the property / lands. Follow-up conversations have been facilitated as a result of these letters on request.

Between February to April 2023, 261 letters (registered) have been issued to properties likely to be the subject of the Proposed Scheme Compulsory Purchase Order (CPO) process seeking to engage with them to ascertain ownership details (or to confirm ownership details based on Property Registration Authority – Registry of Deeds referencing research), or to ascertain any others with an interest in the property / lands. Follow-up conversations have been facilitated as a result of these letters on request.

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

- Overall scheme proposals and potential impacts;
- Timelines for the scheme design development and associated EIAR assessment;
- Procedural matters such as planning and CPO process;

- Specific details of impact of scheme on landowner property including approximate extent of encroachment; and
- General information around reinstatement and accommodation works.

6. References

- DCC (2012). Your City Your Space – Dublin City Centre Public Realm Strategy
- DCC (2022). Dublin City Development Plan 2022-2028
- DCC (2019). Dublin City Council Climate Change Action Plan 2019 – 2024
- DEHLG and OPW (2009). Planning System and Flood Risk Management Guidelines for Planning Authorities
- Department of Environment, Community and Local Government (2014). Circular PL 2/2014 Flooding Guidelines
- Department of Public Expenditure and Reform (2015). Building on Recovery: Infrastructure and Capital Investment Plan
- DoT (2021a). National Investment Framework for Transport in Ireland
- DoT (2021b). Statement of Strategy 2021 – 2023
- DoT (2021c). Transport Trends 2020
- DoT (2022). National Sustainable Mobility Policy
- DTTAS (2009a). Smarter Travel - A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020
- DTTAS (2009b). National Cycle Policy Framework (2009 - 2020)
- DTTAS (2013). Design Manual for Urban Roads and Streets
- DTTAS (2015). Our Transport Future – Strategic Investment Framework for Land Transport
- DLRCC (2019) Dun Laoghaire-Rathdown Climate Change Action Plan 2019 - 2024
- DLRCC (2022) Dun Laoghaire-Rathdown County Council Development Plan 2022-2028
- EMRA (2019a). Regional Spatial Economic Strategy for the Eastern and Midlands Region 2019 – 2031
- EMRA (2019b). Dublin Metropolitan Area Strategic Plan
- European Commission (2019). European Union Green Deal 2019
- European Commission (2020). Sustainable and Smart Mobility Strategy 2020
- Government of Ireland (2018a). Project Ireland 2040 - National Development Plan 2018 – 2027
- Government of Ireland (2018b). Project Ireland 2040 - National Planning Framework
- Government of Ireland (2018c). National Implementation Plan 2018 – 2020
- Government of Ireland (2019). Climate Action Plan 2019
- Government of Ireland (2020). Programme for Government – Our Shared Future 2020
- Government of Ireland (2021a). Project Ireland 2040 - National Development Plan 2021 – 2030
- Government of Ireland (2021b). Climate Action Plan 2021

Government of Ireland (2022). Sustainable Development Goals National Implementation Plan 2022 - 2024

Government of Ireland (2023). Climate Action Plan 2023

Minister of State (2022). Ministerial Direction by the Minister of State at the Department of Housing, Local Government and Heritage

NTA (2011). National Cycle Manual

NTA (2013). Greater Dublin Area Cycle Network Plan 2013

NTA (2015a). Core Bus Network Report

NTA (2015b). Permeability Best Practice Guide

NTA (2016). Transport Strategy for the Greater Dublin Area 2016 – 2035

NTA (2019). Integrated Implementation Plan 2019 – 2024

NTA (2020). Dublin Area Bus Network Map

NTA (2022a). 2022 Greater Dublin Area Cycle Network

NTA (2022b). Greater Dublin Area Transport Strategy 2022 - 2042

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

RSA (2021). Road Safety Strategy 2021 – 2030

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

WCC (2018) Bray Municipal District Local Area Plan 2018 – 2024

WCC (2019) Wicklow County Council Climate Change Adaptation Strategy

WCC (2022) Wicklow County Development Plan 2022-2028

Directives and Legislation

Climate Action and Low Carbon Development (Amendment) Act 2021

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

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

Council Directive of 12 December 1991 concerning the protection of waters against pollution caused by nitrates from agricultural sources

Directive 76/160/EEC of 8 December 1975 concerning the quality of bathing water

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

Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment

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

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

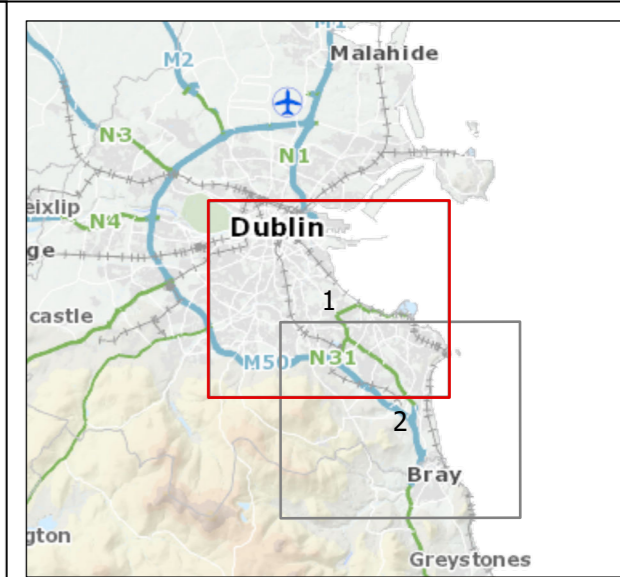
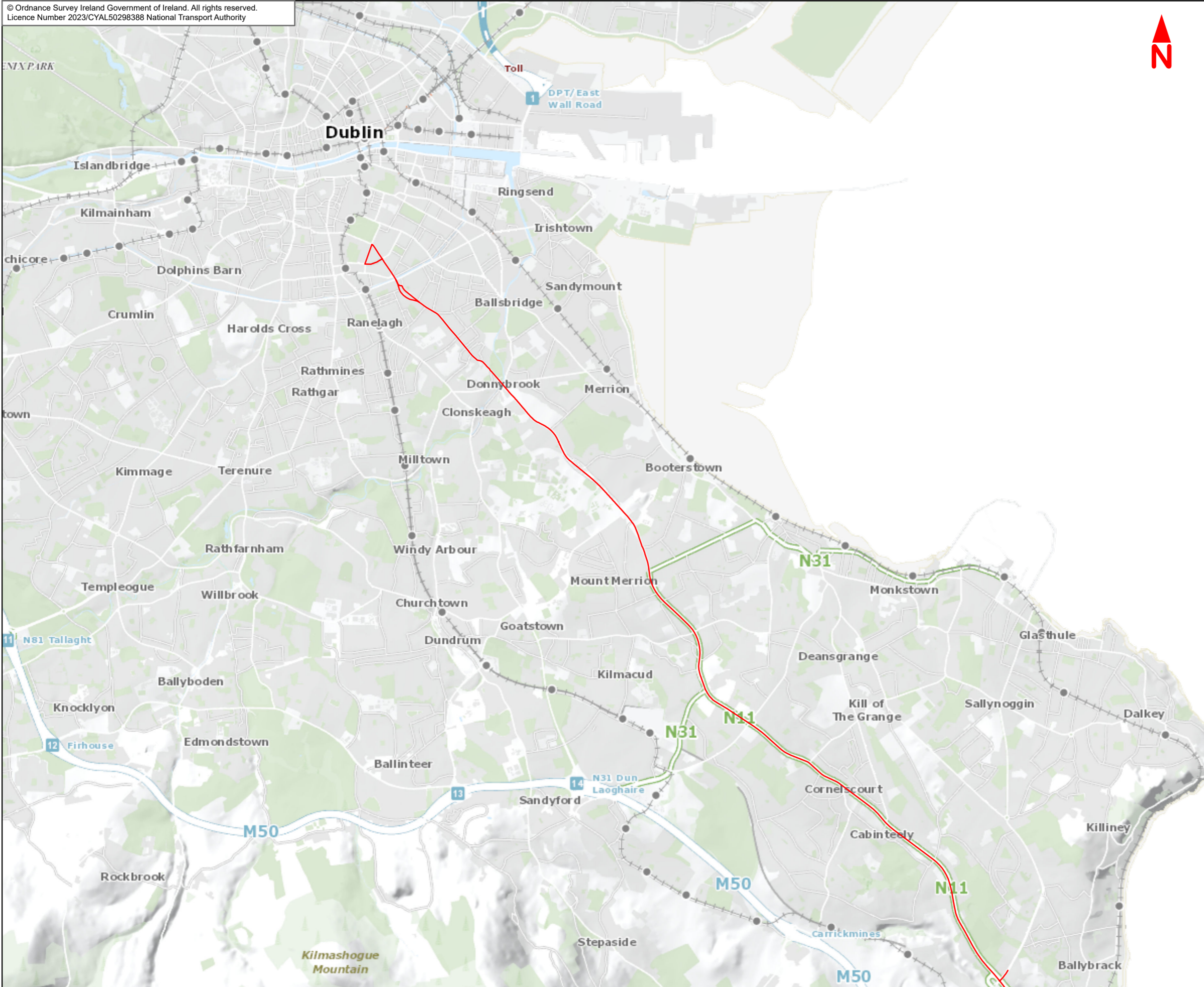
Number 16 of 2023 – Road Traffic and Roads Act 2023

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

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

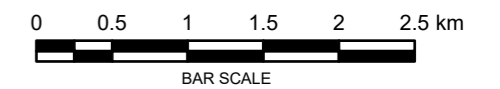
The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. In the top right, there are overlapping circles and a teardrop shape. In the bottom left, there are elongated rounded shapes and circles. On the right edge, there are circular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

Planning Report Figures



Legend :
— Bray to City Centre Core Bus Corridor Scheme

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CCBY4.0) licence



Disclaimer
 a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing may not be reproduced, copied or otherwise used in whole or in part or for any purpose without the prior permission of NTA.
 b. This drawing is to be used for the design element identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
 c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish

Transverse Mercator Grid (ITM) as defined by OSI active local GPS station.
 d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

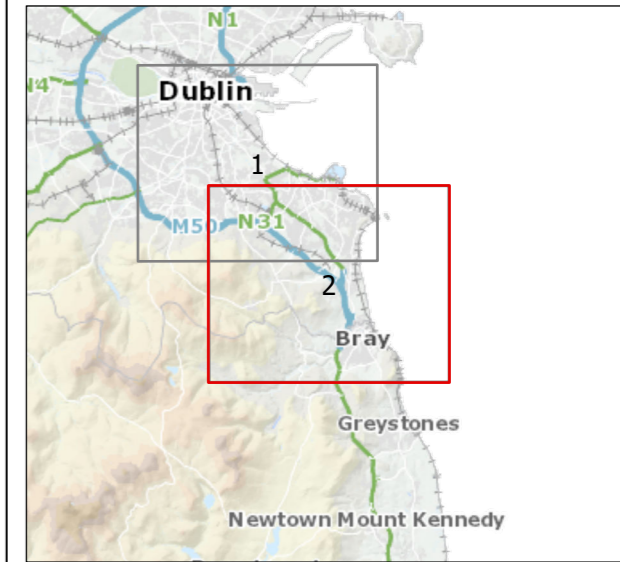
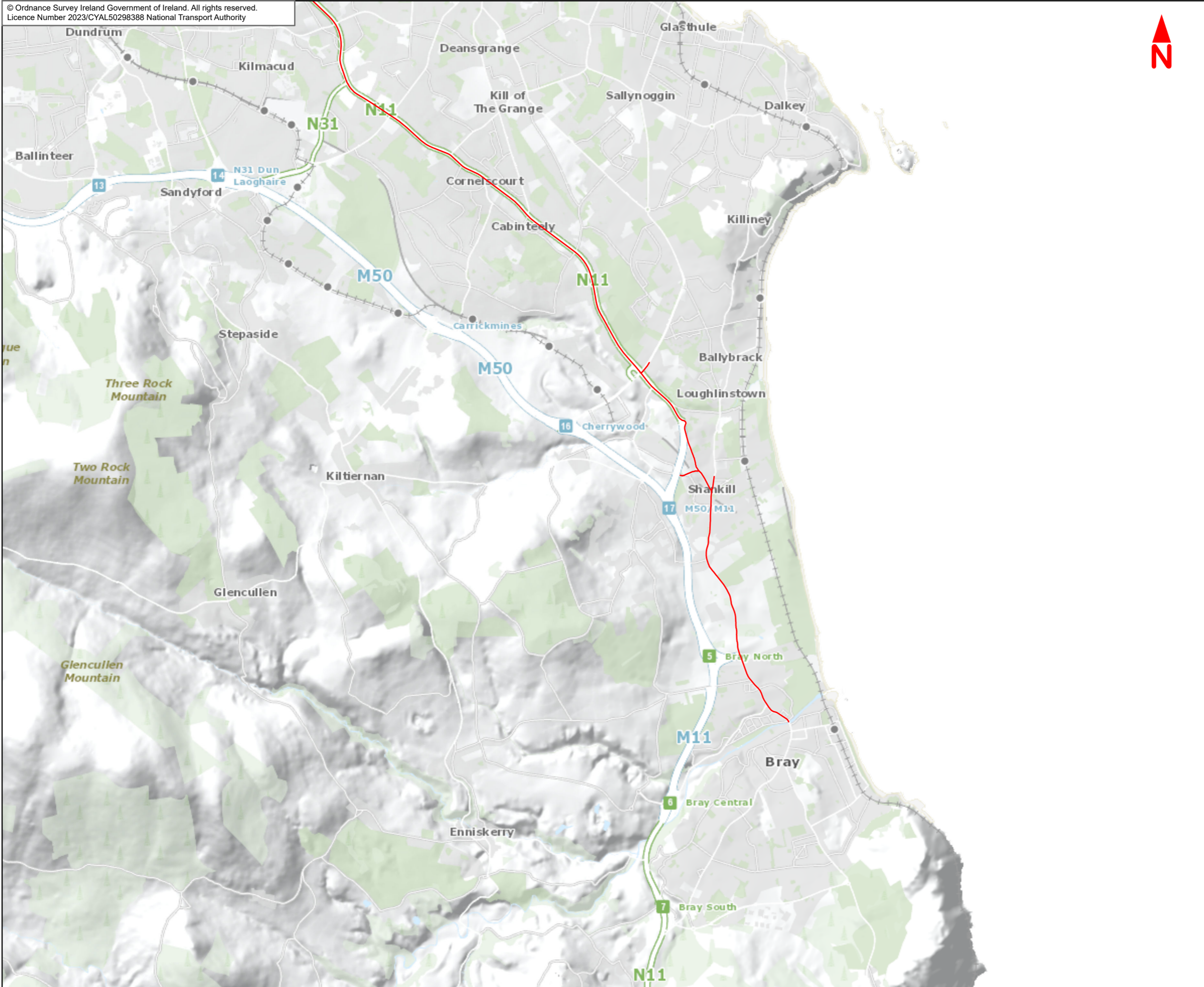
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	LF	RMcd	DK	ISSUE FOR PHASE 4 : PLANNING

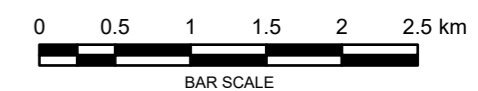
Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 15/05/2023	Scale @ A3 1:50 000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Bray to City Centre Core Bus Corridor Scheme 1A Bray Scheme Extent				
Drawing File Name BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0002	Sheet Number 1 of 2	Status A	Rev M01	



Legend :
— Bray to City Centre Core Bus Corridor Scheme

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CCBY4.0) licence



Disclaimer
 a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
 b. This drawing is to be used for the design element identified in the titleblock. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
 c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish

Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.
 d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superseded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.


e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



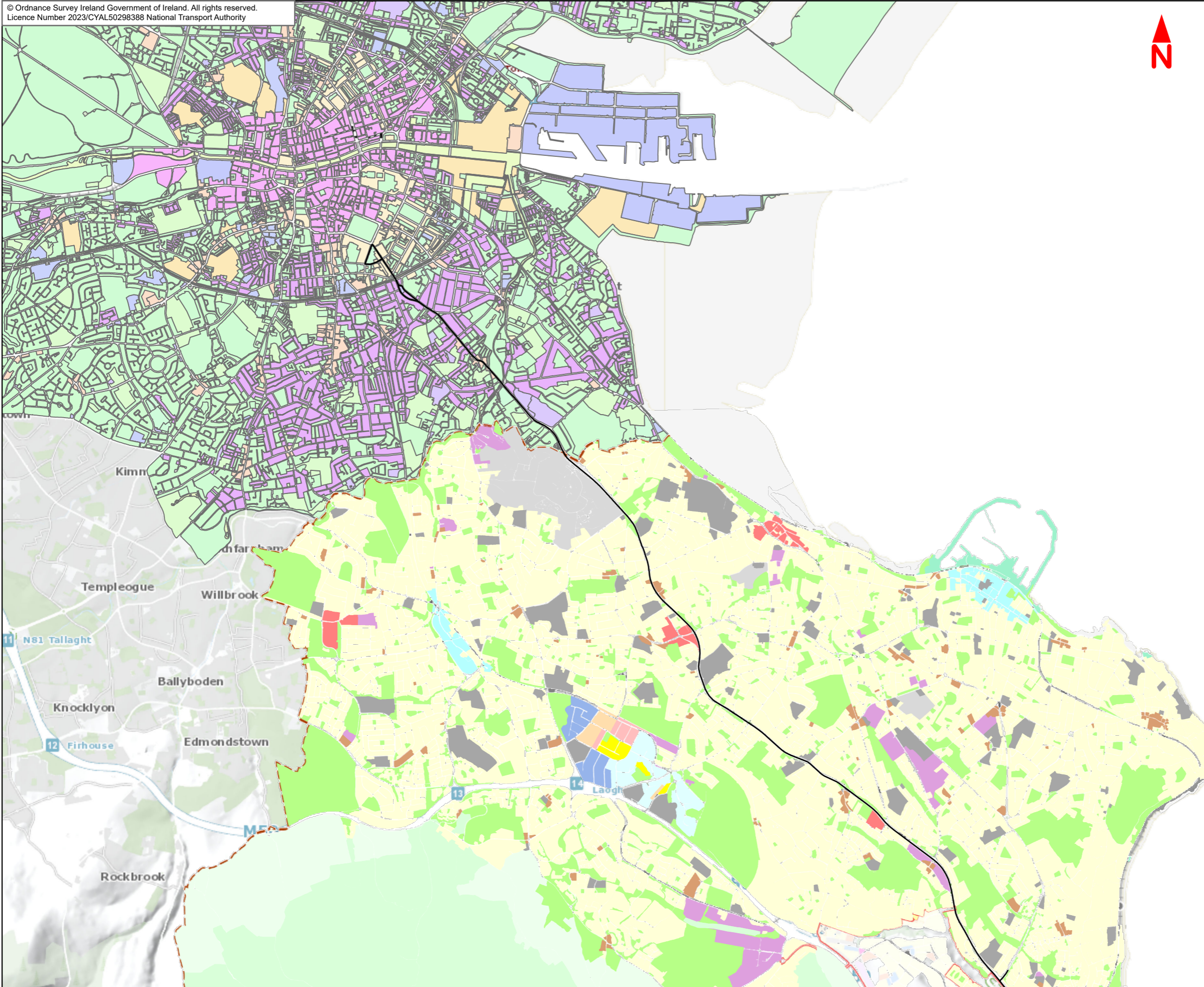
Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	LF	RMcD	DK	ISSUE FOR PHASE 4 : PLANNING

Client

 Údarás Náisiúnta Iompair
 National Transport Authority

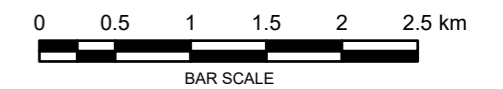
Consultant


Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Bray to City Centre Core Bus Corridor Scheme 1B Bray Scheme Extent				
Date 15/05/2023	Scale @ A3 1:50 000	Drawn LF	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		
Drawing File Name BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0001	Sheet Number 2 of 2	Status A	Rev M01	



- Legend :**
- Bray to City Centre Core Bus Corridor Scheme
 - - - Council Boundary
- DLR Land Use Zonings**
- Objective A
 - Objective A1
 - Objective A2
 - Objective B
 - Objective DC
 - Objective E
 - Objective F
 - Objective G
 - Objective GB
 - Objective LIW
 - Objective MIC
 - Objective MOC
 - Objective MTC
 - Objective NC
 - Objective OE
 - Objective SNI
 - Objective TLI
 - Objective W
- DCC Land use Zonings**
- Objective Z1
 - Objective Z2
 - Objective Z3
 - Objective Z4
 - Objective Z5
 - Objective Z6
 - Objective Z7
 - Objective Z8
 - Objective Z9
 - Objective Z10
 - Objective Z11
 - Objective Z12
 - Objective Z14
 - Objective Z15

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CCBY4.0) licence



Disclaimer
a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the titleblock. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish

Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

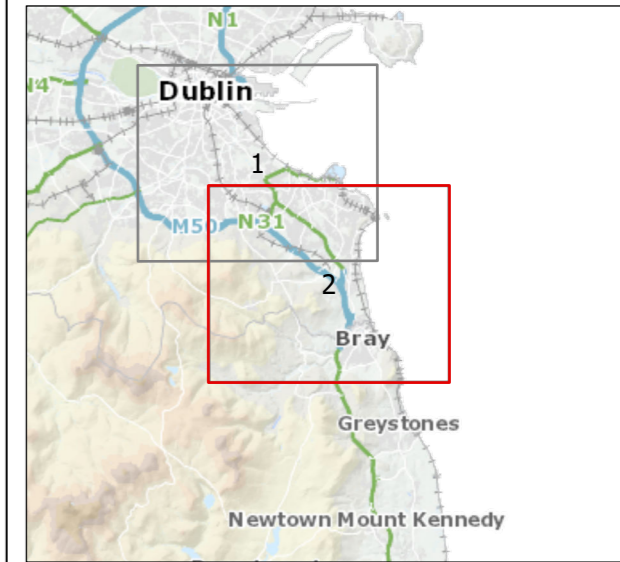
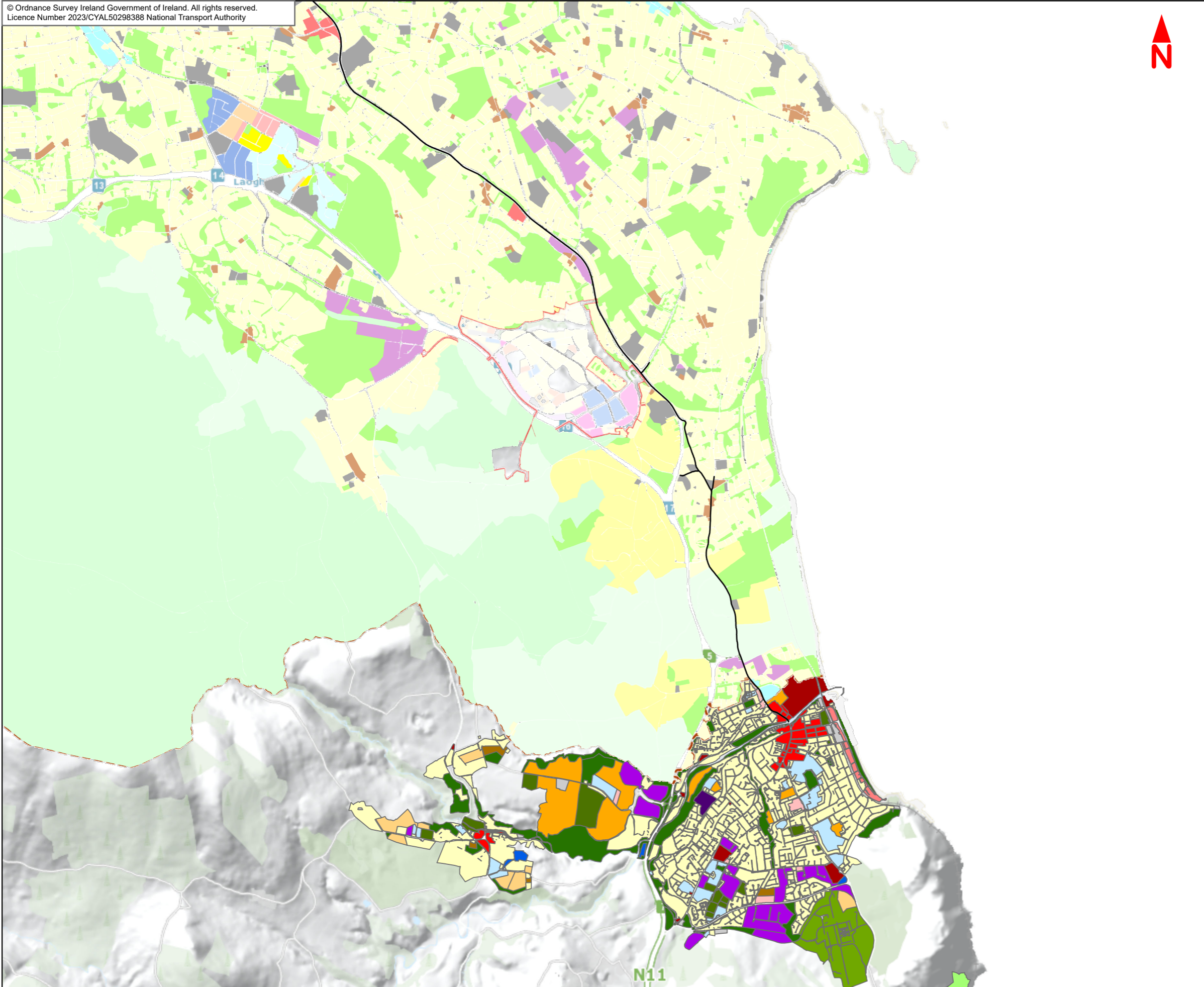
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	KJ	RMcD	DK	ISSUE FOR PHASE 4 : PLANNING

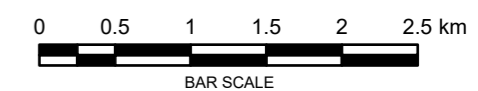
Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 15/05/2023	Scale @ A3 1:50 000	Drawn KJ	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Bray to City Centre Core Bus Corridor Scheme 1C Bray Zoning Map				
Drawing File Name BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0004	Sheet Number 1 of 2	Status A	Rev M01	



- Legend :**
- Bray to City Centre Core Bus Corridor Scheme
 - Council Boundary
- DLR Land Use Zonings**
- Objective A
 - Objective A1
 - Objective A2
 - Objective B
 - Objective DC
 - Objective E
 - Objective F
 - Objective G
 - Objective GB
 - Objective LIW
 - Objective MIC
 - Objective MOC
 - Objective MTC
 - Objective NC
 - Objective OE
 - Objective SNI
 - Objective TLI
 - Objective W
- Wicklow Land Use Zonings**
- C2.1
 - C5
 - C7
 - G1
 - G3
 - G4
 - M1
 - M2
 - M3
 - M5
 - N1.6
 - N3.1
 - N6
 - P1
 - R1.2
 - R1.3
 - R1.4
 - R1.6
 - R2.6
 - R3.4
 - S5

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CCBY4.0) licence



Disclaimer

a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.

b. This drawing is to be used for the design element identified in the titleblock. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.

c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.

d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superseded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

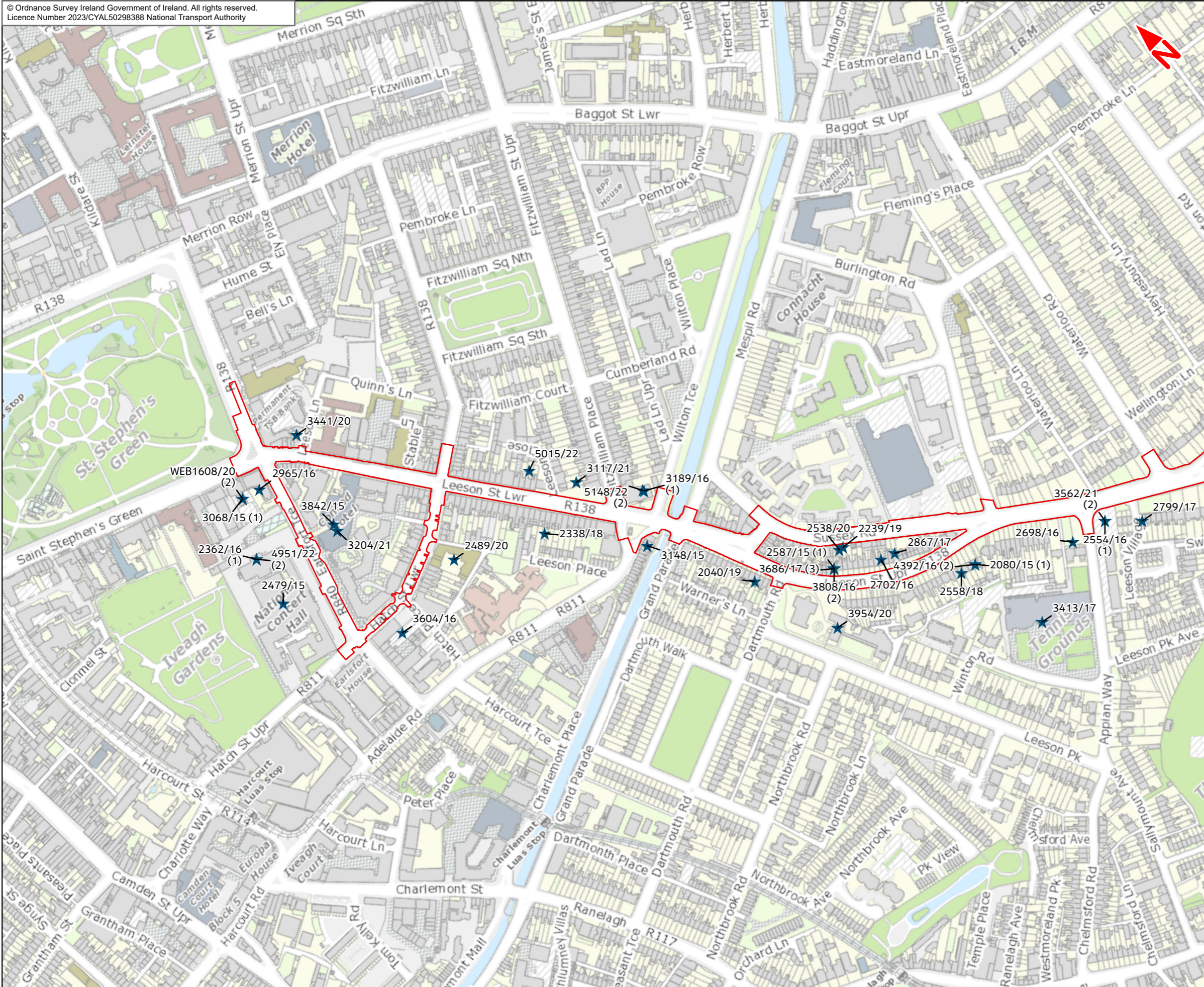
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	KJ	RMcD	DK	ISSUE FOR PHASE 4 : PLANNING

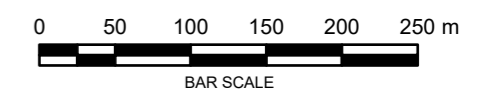
Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 15/05/2023	Scale @ A3 1:50 000	Drawn KJ	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Bray to City Centre Core Bus Corridor Scheme 1D Bray Zoning Map				
Drawing File Name BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0003	Sheet Number 2 of 2	Status A	Rev M01	



- Legend**
- Bray to City Centre Core Bus Corridor Scheme
 - ★ Relevant Planning Application

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CC BY 4.0) license.



Disclaimer
a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish

Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

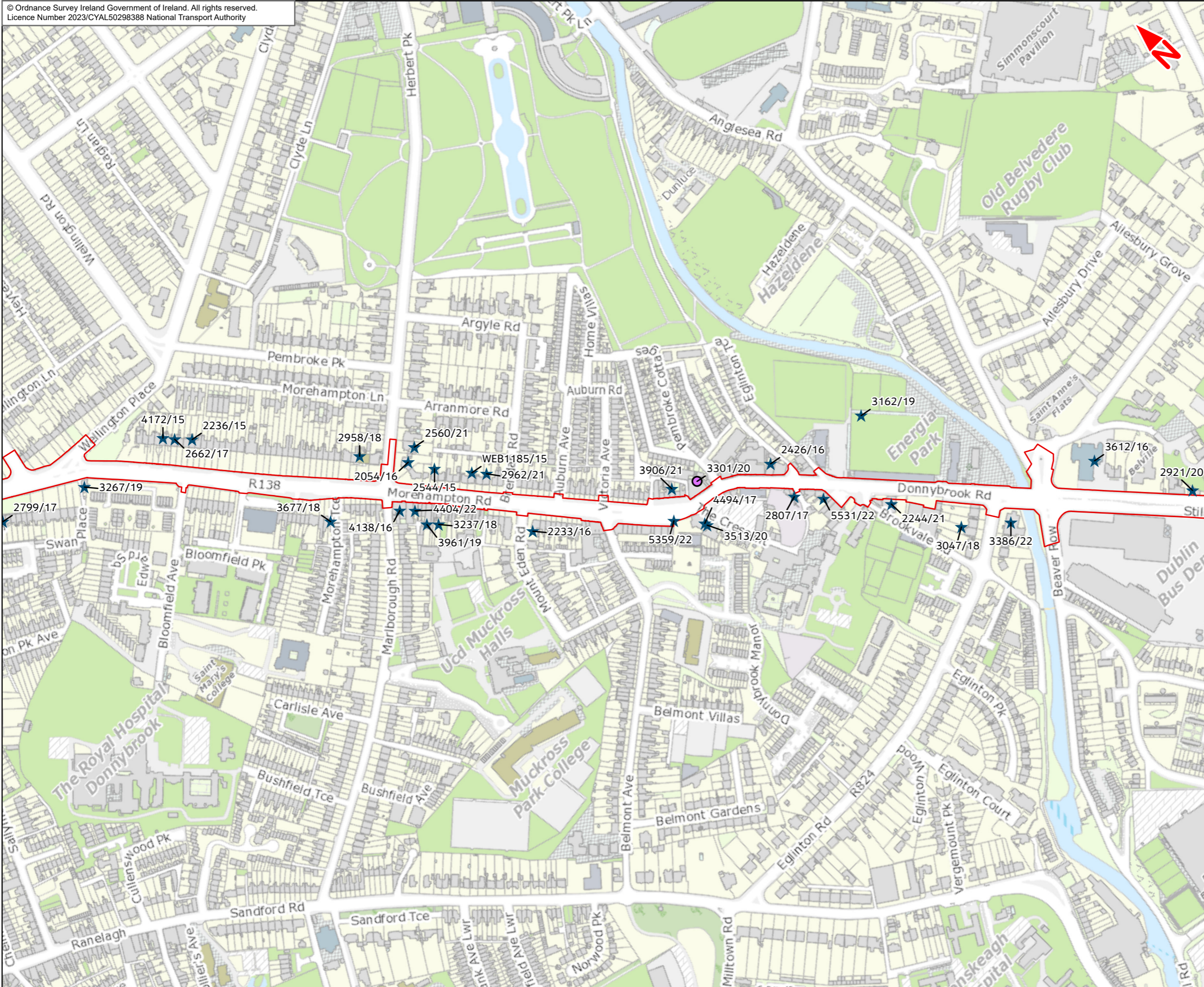
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	LF	RMcd	DK	ISSUE FOR PHASE 4 : PLANNING

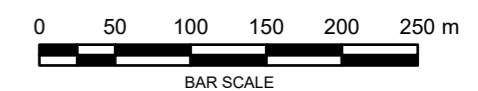
Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 15/05/2023	Scale @ A3 1:5000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Bray to City Centre Core Bus Corridor Scheme 1E Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0113	Sheet Number 1 of 13	Status A	Rev M01	



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

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CC BY 4.0) license.



Disclaimer
a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Height. All Co-ordinates are in Irish

Transverse Mercator Grid (ITM) as defined by OSI active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superseded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

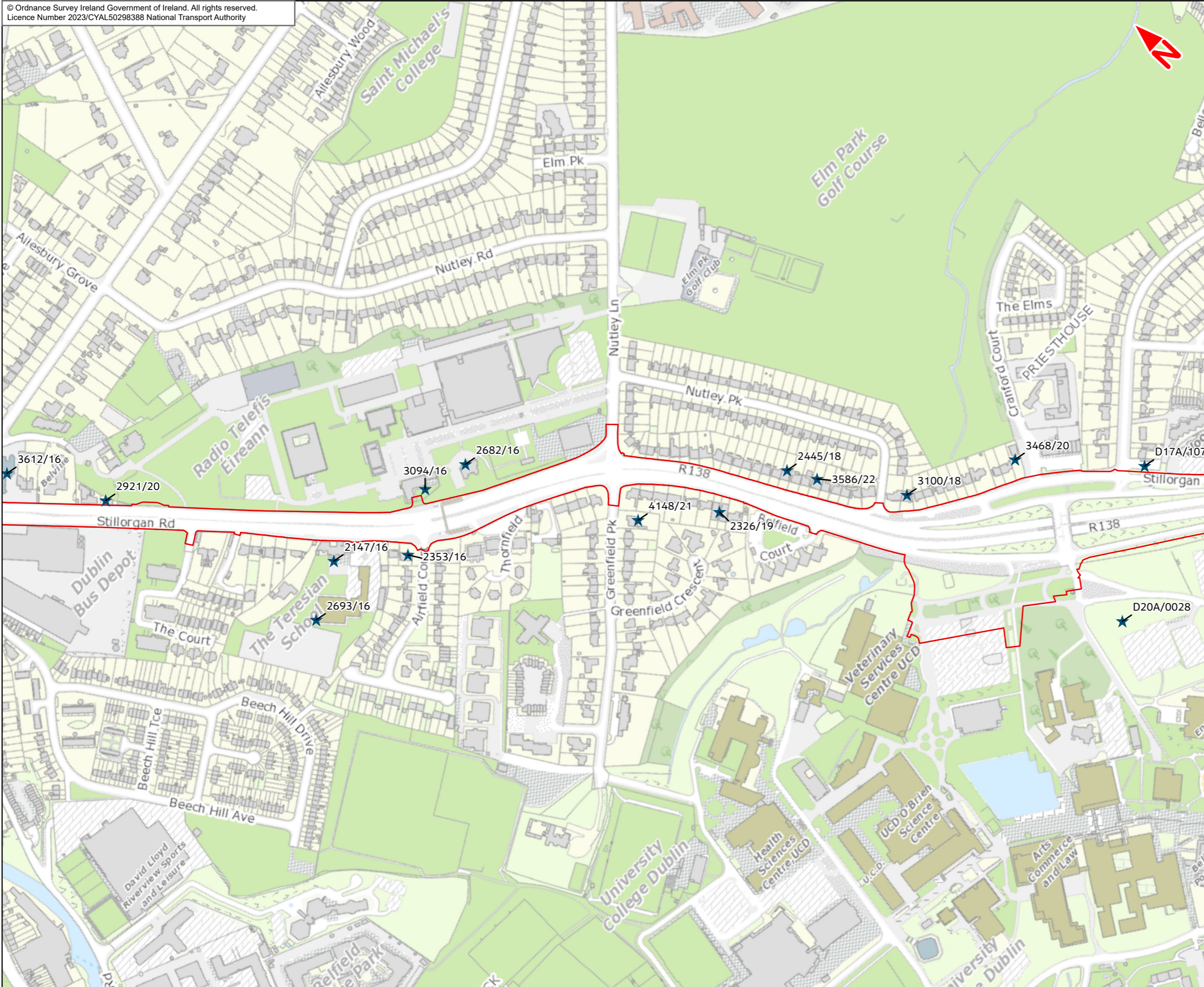
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	LF	RMcd	DK	ISSUE FOR PHASE 4 : PLANNING

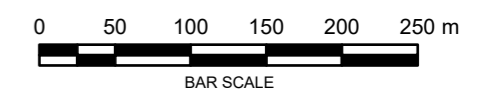
Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 15/05/2023	Scale @ A3 1:5000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Bray to City Centre Core Bus Corridor Scheme 1F Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0112	Sheet Number 2 of 13	Status A	Rev M01	



- Legend**
- Bray to City Centre Core Bus Corridor Scheme
 - ★ Relevant Planning Application

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CC BY 4.0) license.



Disclaimer

a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.

b. This drawing is to be used for the design element identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.

c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.

d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superseded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.

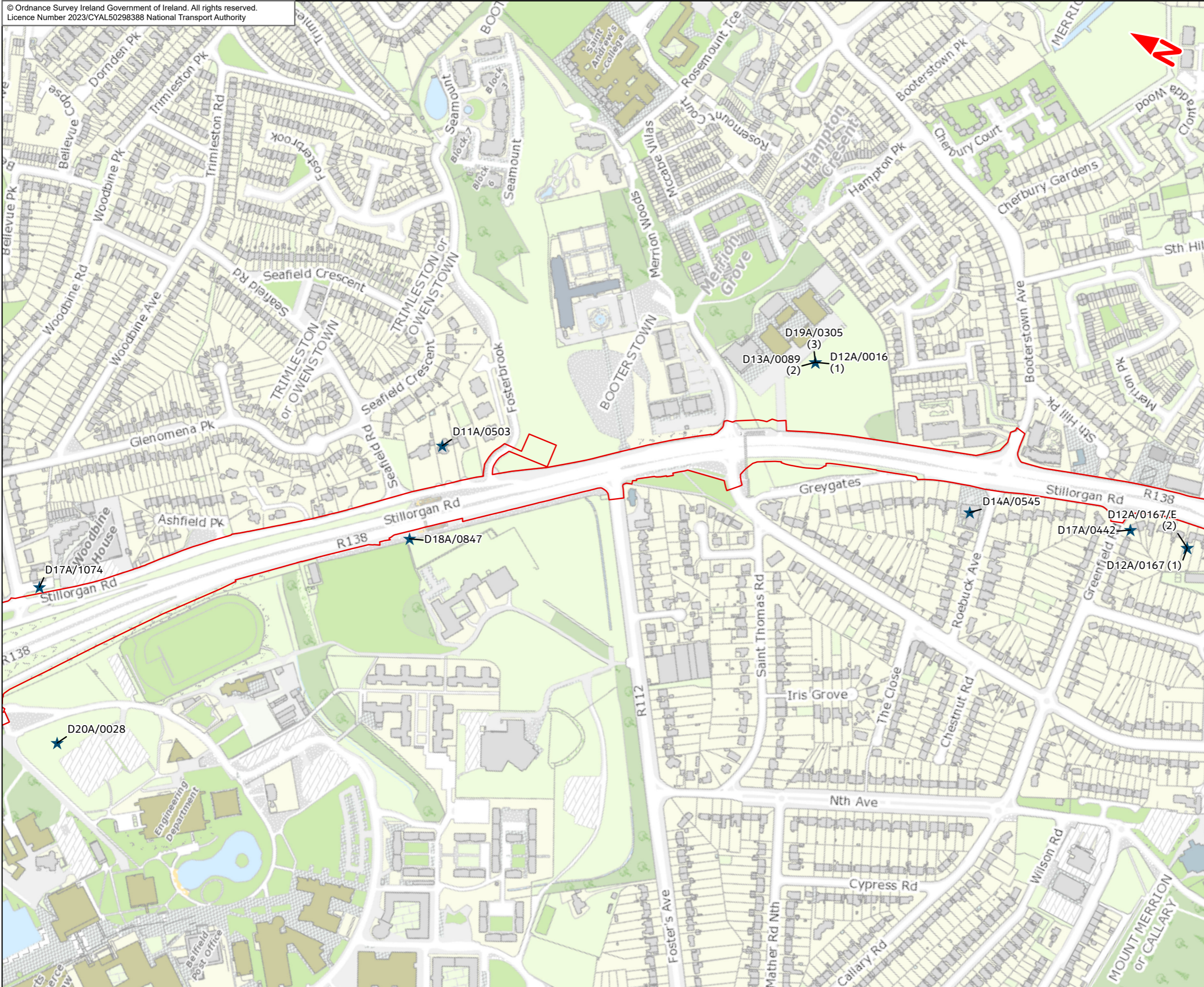


Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	LF	RMcd	DK	ISSUE FOR PHASE 4 : PLANNING

Client

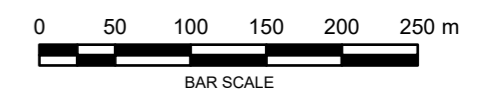
Consultant

Programme Title					BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title					Bray to City Centre Core Bus Corridor Scheme 1G Relevant Planning Applications				
Date	15/05/2023	Scale @ A3	1:5000	Drawn	LF	Checked	RMcd	Approved	DK
Project Code	BCIDE	Originator Code	JAC	QMS Code		Sheet Number	3 of 13	Status	A
Drawing File Name	BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0111	Rev	M01						



- Legend**
- Bray to City Centre Core Bus Corridor Scheme
 - ★ Relevant Planning Application

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CC BY 4.0) license.



Disclaimer
a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish

Transverse Mercator Grid (ITM) as defined by OSI active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

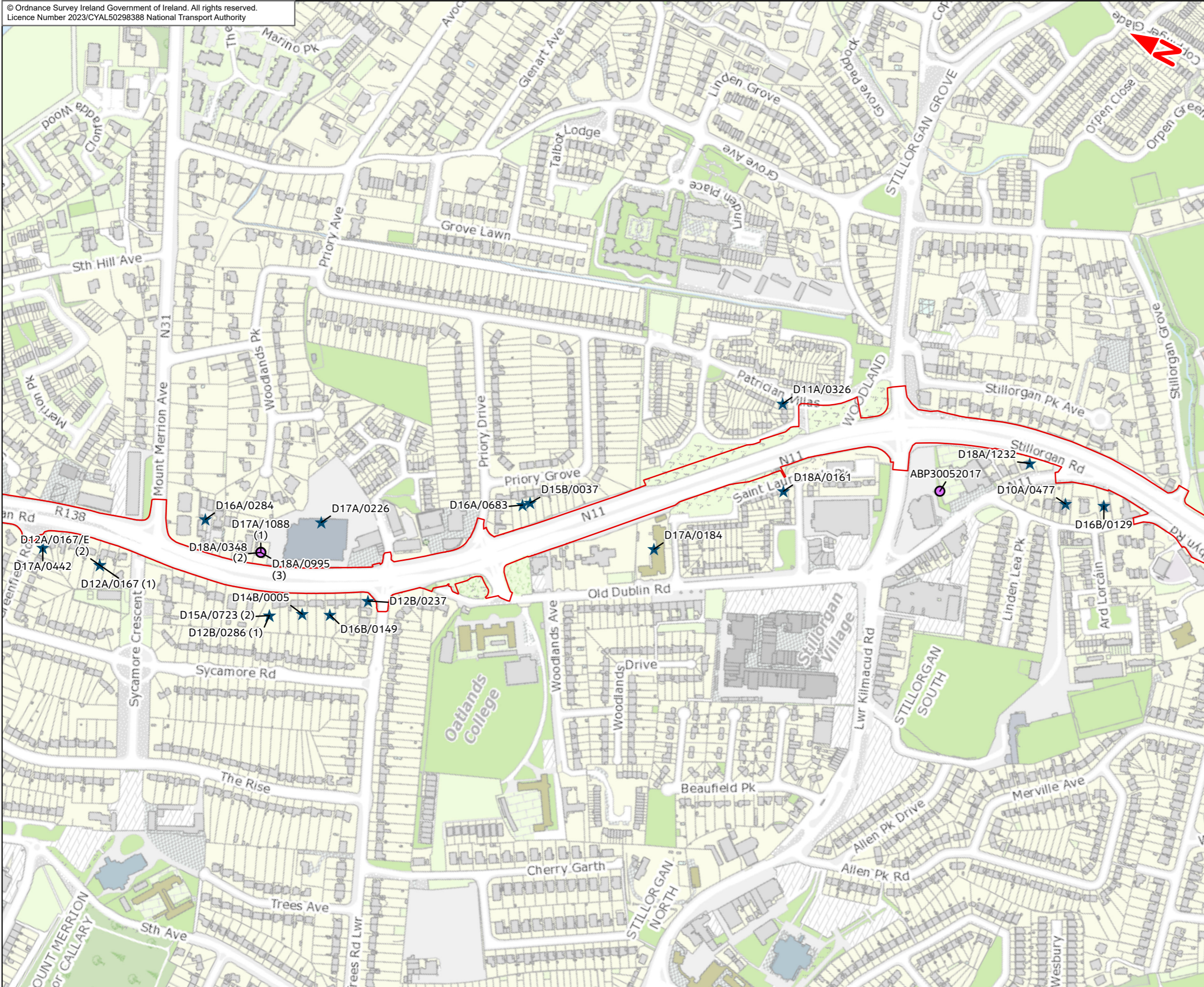
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	LF	RMcd	DK	ISSUE FOR PHASE 4 : PLANNING

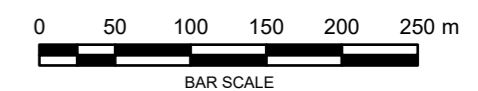
Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 15/05/2023	Scale @ A3 1:5000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Bray to City Centre Core Bus Corridor Scheme 1H Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0110	Sheet Number 4 of 13	Status A	Rev M01	



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

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CC BY 4.0) license.



Disclaimer
a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superseded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it). Any liabilities are hereby expressly disclaimed.

Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	LF	RMcd	DK	ISSUE FOR PHASE 4 : PLANNING

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

Consultant: **JACOBS ARUP SYSTRA**

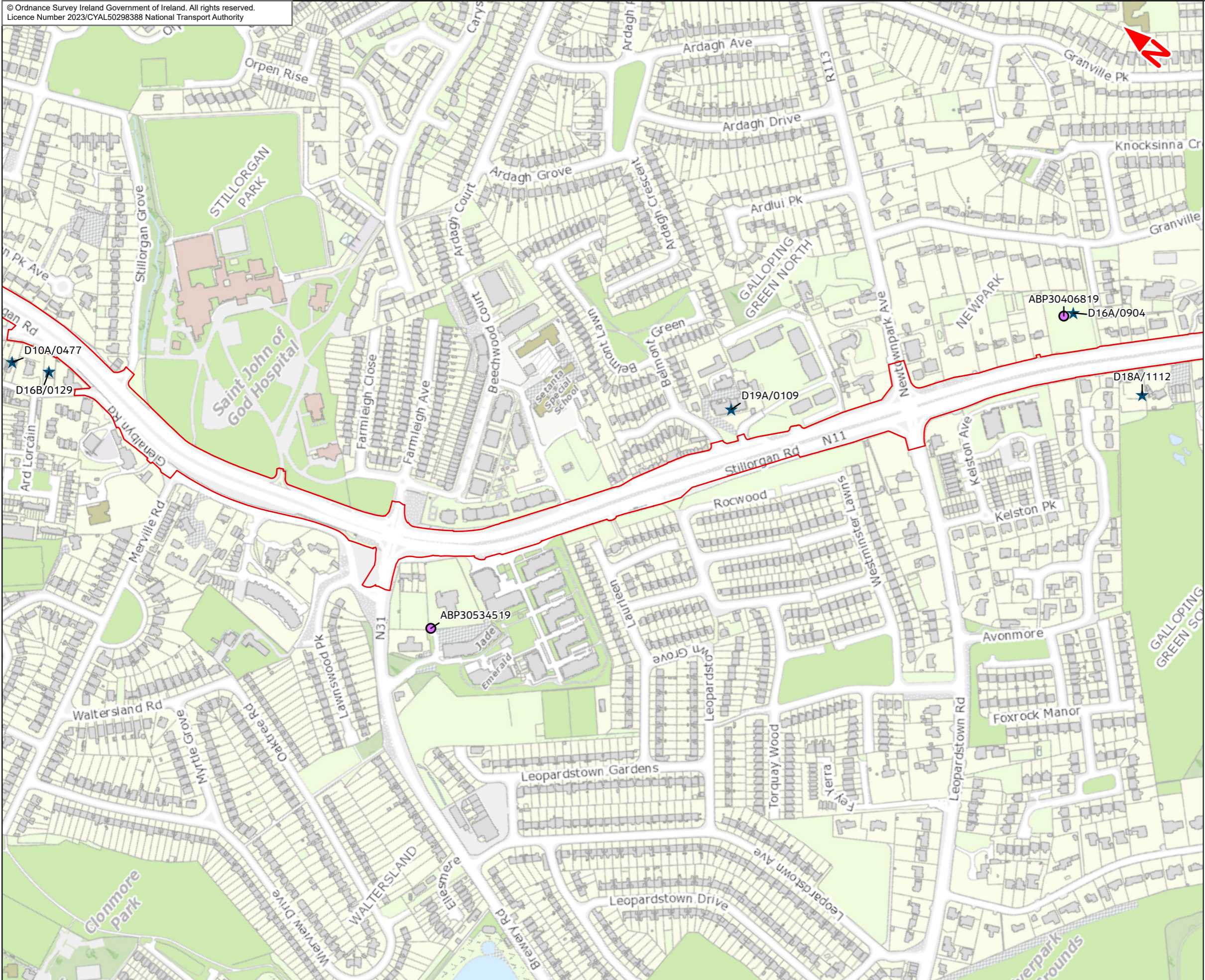
Date: 15/05/2023
Scale @ A3: 1:5000

Drawn: LF
Checked: RMcd
Approved: DK

Project Code: BCIDE
Originator Code: JAC

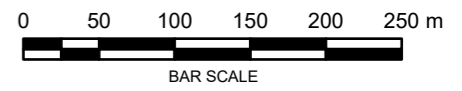
QMS Code:

Programme Title: BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title: Bray to City Centre Core Bus Corridor Scheme 11 Relevant Planning Applications			
Drawing File Name: BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0109	Sheet Number: 5 of 13	Status: A	Rev: M01



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

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CC BY 4.0) license.



Disclaimer
a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish

Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superseded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

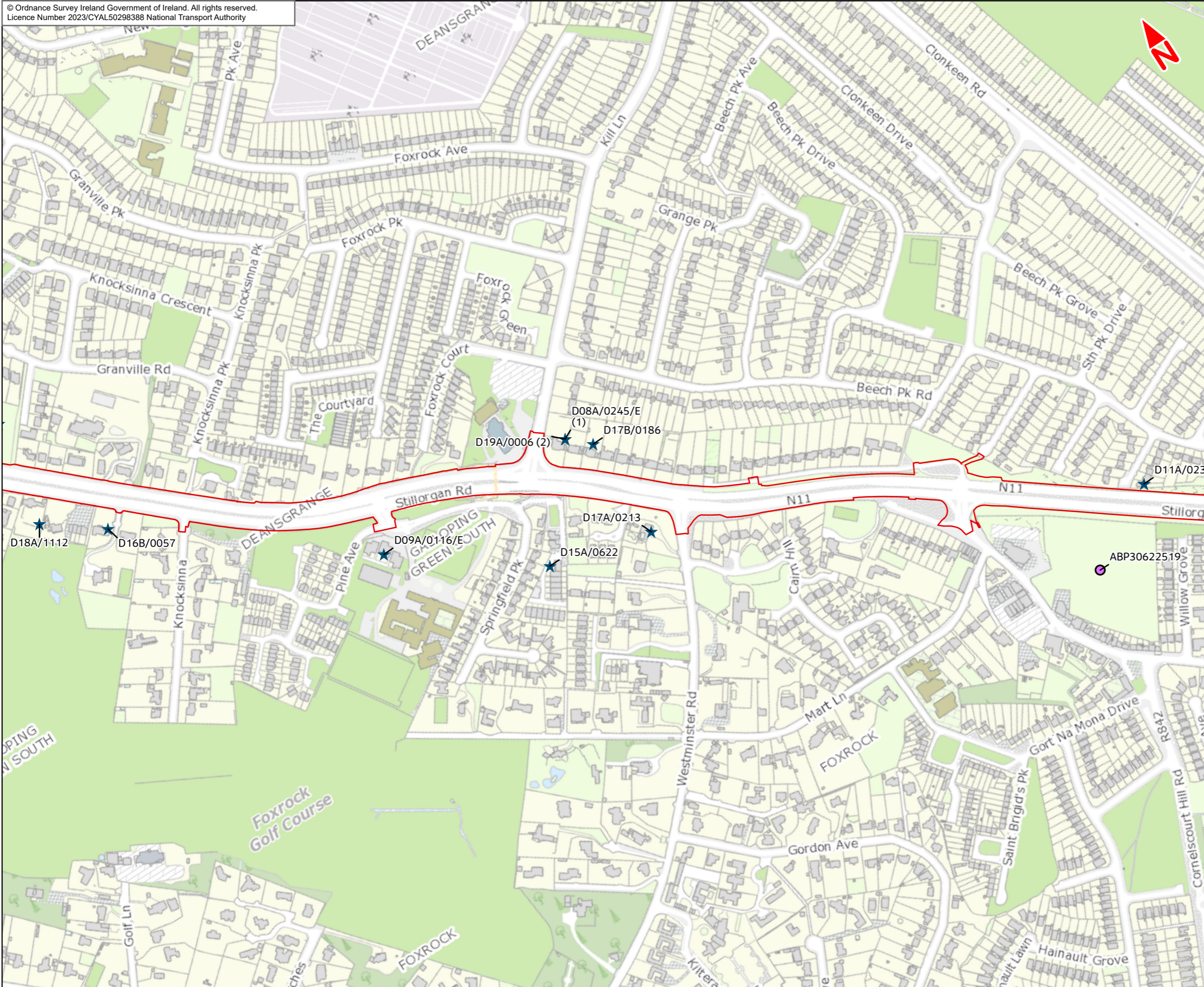
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	LF	RMcd	DK	ISSUE FOR PHASE 4 : PLANNING

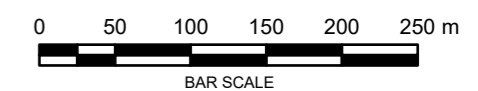
Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 15/05/2023	Scale @ A3 1:5000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Bray to City Centre Core Bus Corridor Scheme 1J Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0108	Sheet Number 6 of 13	Status A	Rev M01	



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

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CC BY 4.0) license.



Disclaimer
a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the titleblock. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish

Transverse Mercator Grid (ITM) as defined by OSI active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.

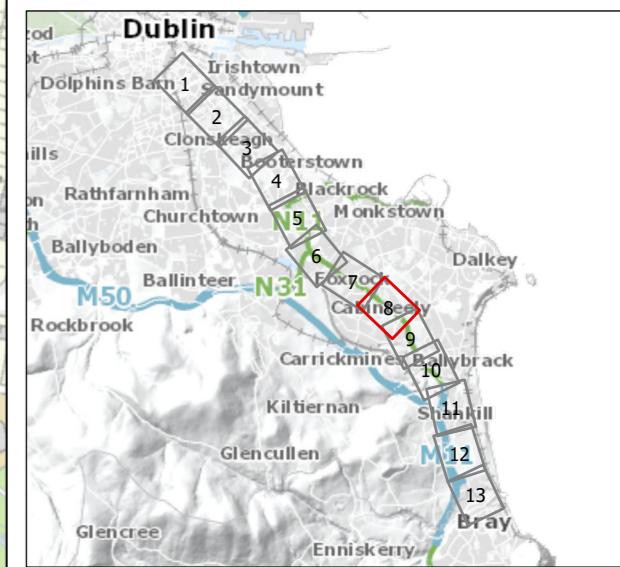
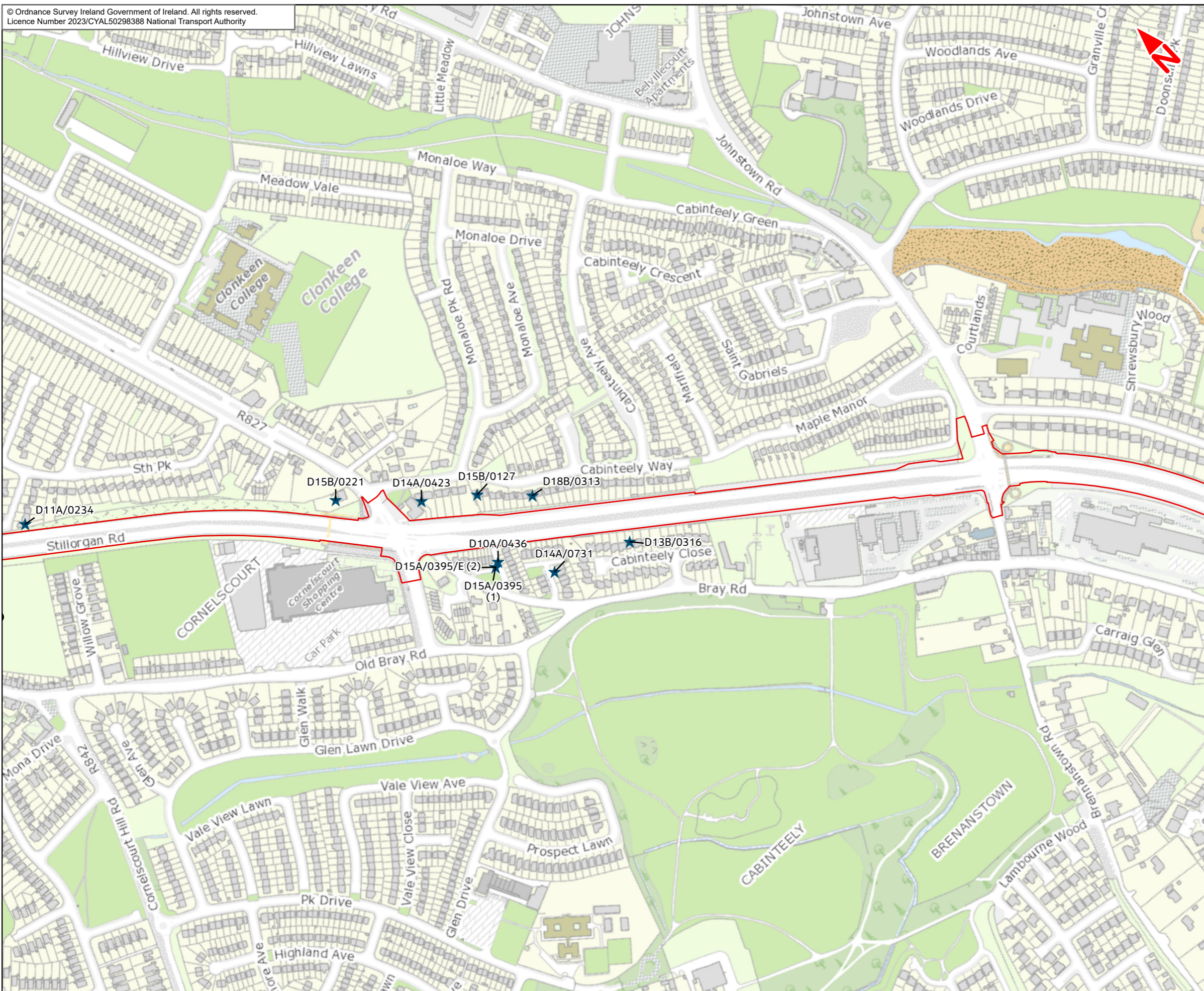


Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	LF	RMcD	DK	ISSUE FOR PHASE 4 : PLANNING

Client
NTA
Udarás Náisiúnta Iompair
National Transport Authority

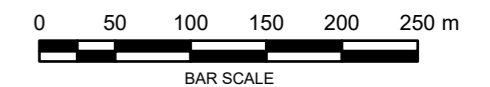
Consultant
JACOBS
ARUP SYSTRA

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Bray to City Centre Core Bus Corridor Scheme 1K Relevant Planning Applications				
Date 15/05/2023	Scale @ A3 1:5000	Drawn LF	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		Drawing File Name BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0107
Sheet Number 7 of 13		Status A	Rev M01	



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

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CC BY 4.0) license.



Disclaimer
a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish

Transverse Mercator Grid (ITM) as defined by OSI active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

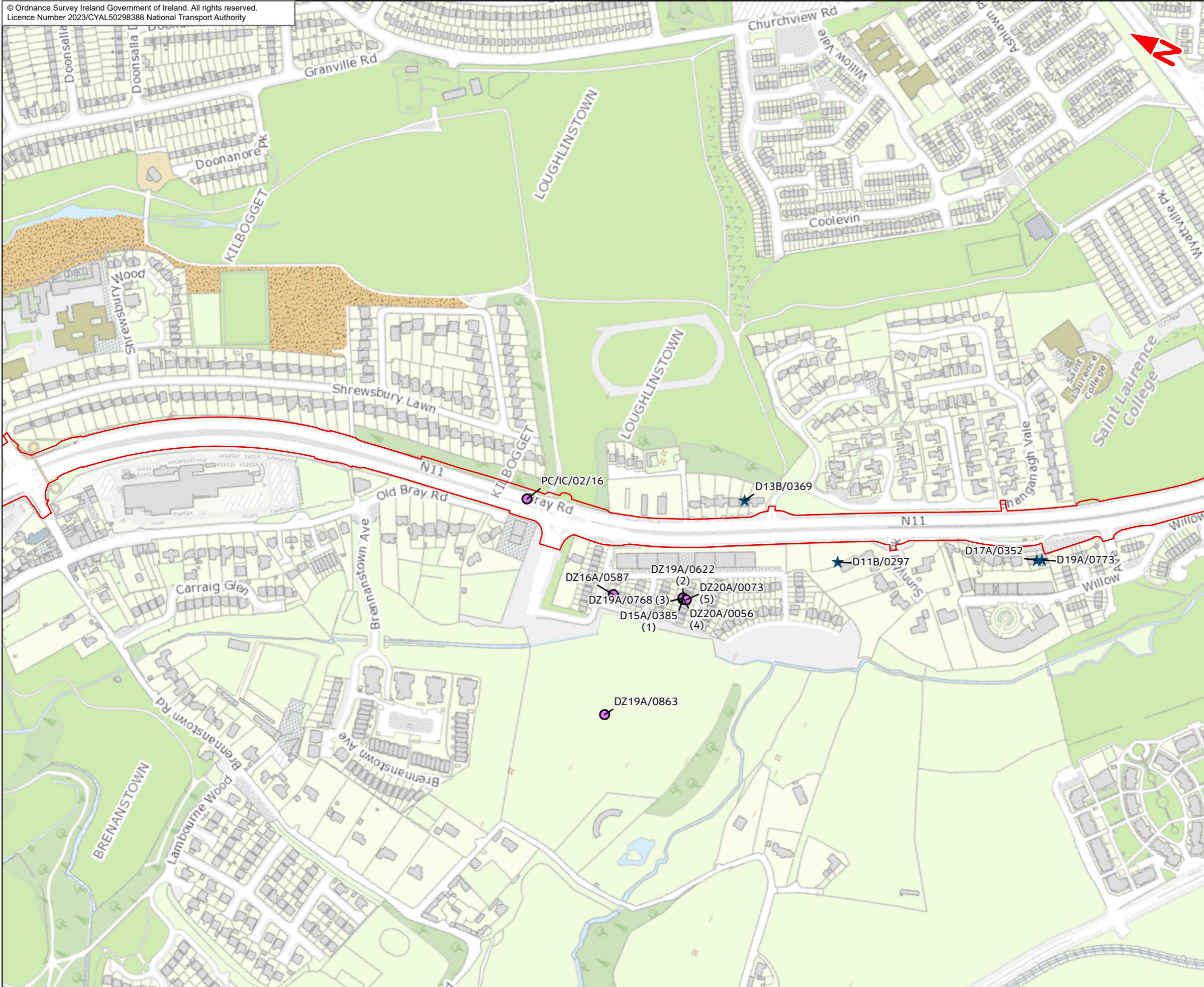
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	LF	RMcd	DK	ISSUE FOR PHASE 4 : PLANNING

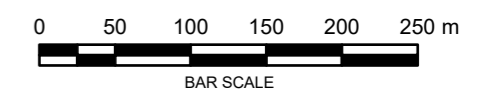
Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 15/05/2023	Scale @ A3 1:5000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Bray to City Centre Core Bus Corridor Scheme 1L Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0106	Sheet Number 8 of 13	Status A	Rev M01	



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

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CC BY 4.0) license.



Disclaimer

a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.

b. This drawing is to be used for the design element identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.

c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.

d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superseded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.

Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	LF	RMcd	DK	ISSUE FOR PHASE 4 : PLANNING

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

Consultant: **JACOBS ARUP SYSTRA**

Date: 15/05/2023
Scale @ A3: 1:5000

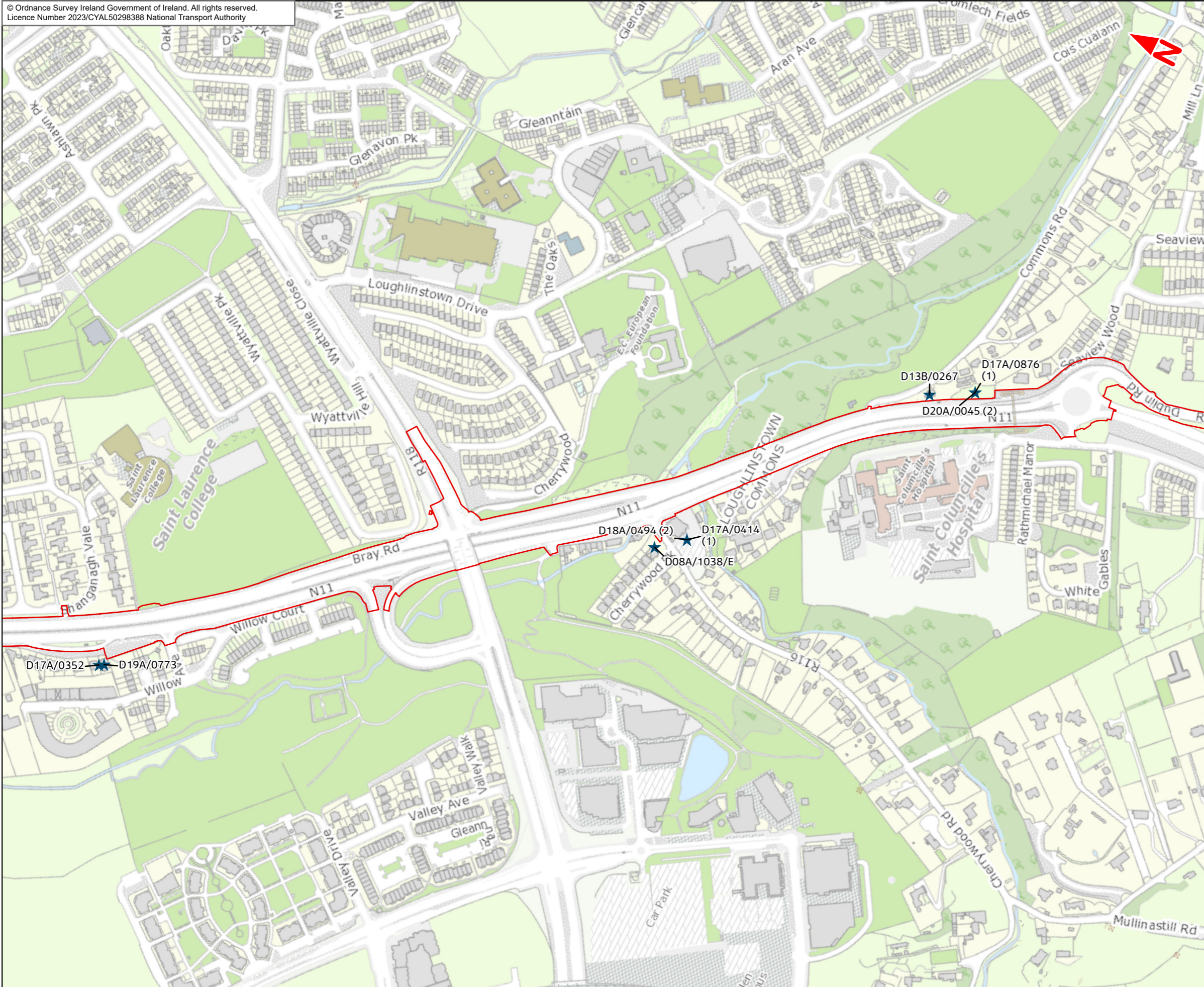
Project Code: BCIDE
Originator Code: JAC

Drawn: LF
Checked: RMcd
Approved: DK

QMS Code: _____

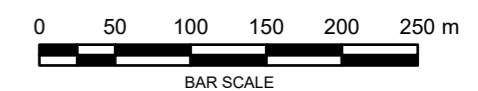
Programme Title: BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title: Bray to City Centre Core Bus Corridor Scheme 1M Relevant Planning Applications			
Drawing File Name: BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0105	Sheet Number: 9 of 13	Status: A	Rev: M01





- Legend**
- Bray to City Centre Core Bus Corridor Scheme
 - ★ Relevant Planning Application

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CC BY 4.0) license.



Disclaimer
a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing may not be reproduced, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish

Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be altered or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

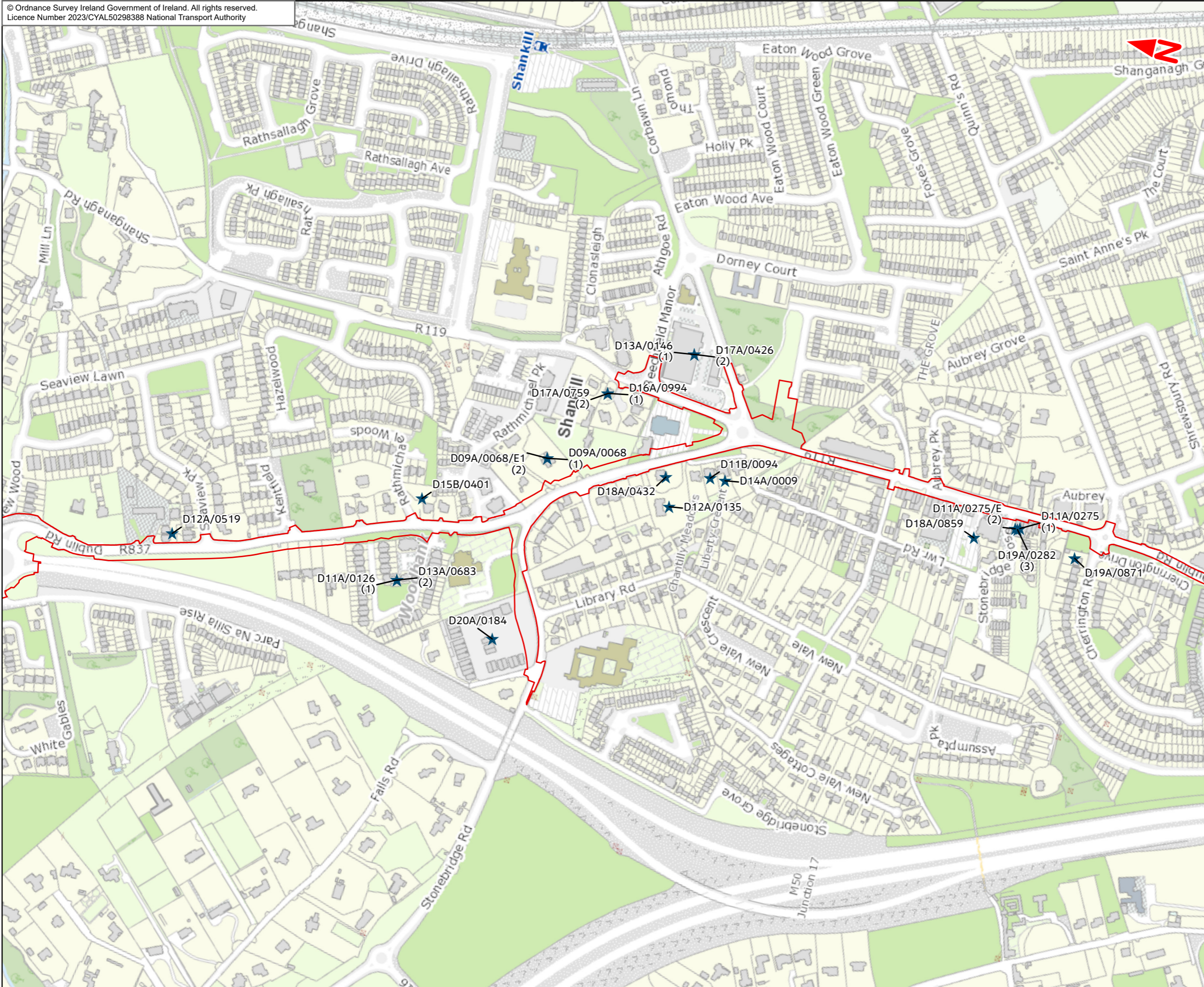
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	LF	RMcd	DK	ISSUE FOR PHASE 4 : PLANNING

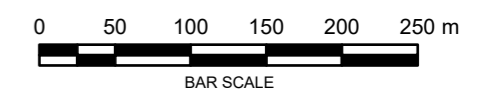
Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 15/05/2023	Scale @ A3 1:5000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Bray to City Centre Core Bus Corridor Scheme 1N Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0104	Sheet Number 10 of 13	Status A	Rev M01	



- Legend**
- Bray to City Centre Core Bus Corridor Scheme
 - ★ Relevant Planning Application

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CC BY 4.0) license.



Disclaimer
a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish

Transverse Mercator Grid (ITM) as defined by OSI active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

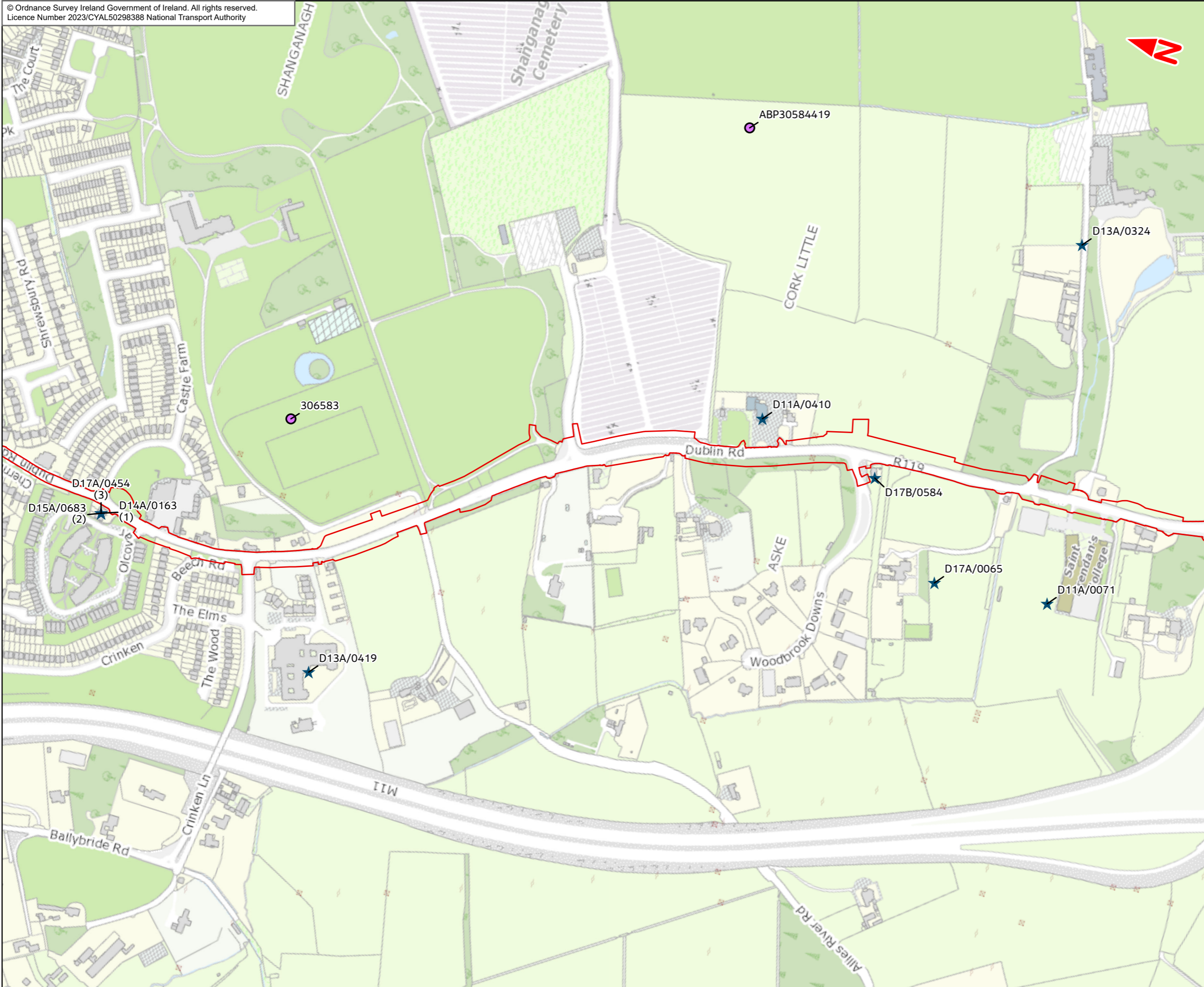
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	LF	RMcd	DK	ISSUE FOR PHASE 4 : PLANNING

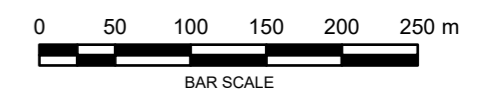
Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 15/05/2023	Scale @ A3 1:5000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Bray to City Centre Core Bus Corridor Scheme 10 Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0103	Sheet Number 11 of 13	Status A	Rev M01	



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

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CC BY 4.0) license.



Disclaimer

a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.

b. This drawing is to be used for the design element identified in the titleblock. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.

c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSI active local GPS station.

d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superseded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	LF	RMcD	DK	ISSUE FOR PHASE 4 : PLANNING

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

Consultant: **JACOBS ARUP SYSTRA**

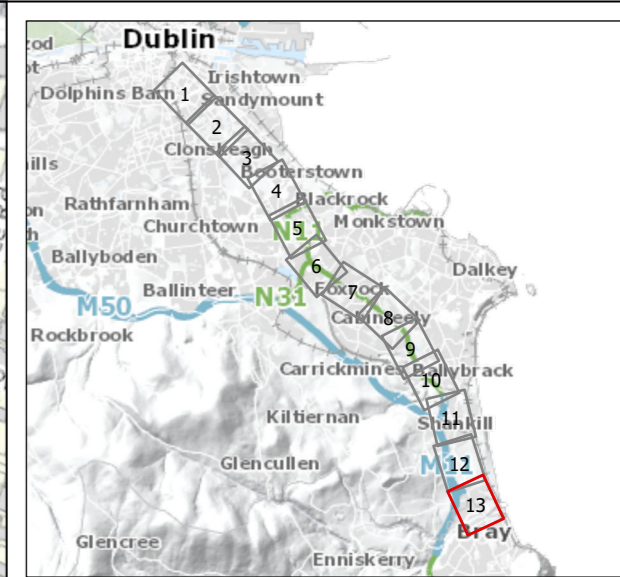
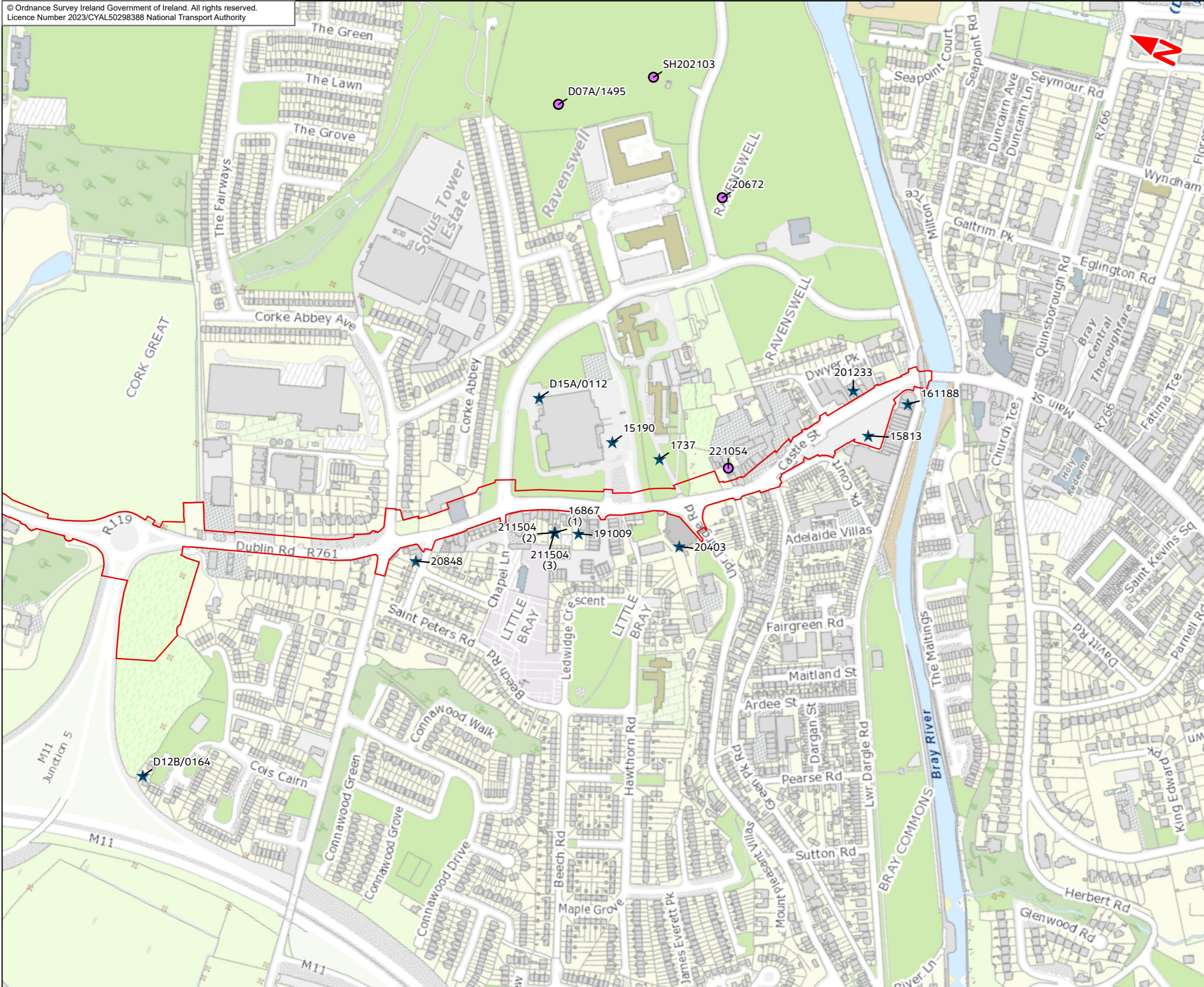
Date: 15/05/2023 | Scale @ A3: 1:5000

Project Code: BCIDE | Originator Code: JAC

Drawn: LF | Checked: RMcD | Approved: DK

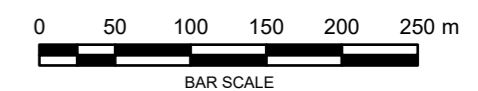
QMS Code: _____

Programme Title: BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title: Bray to City Centre Core Bus Corridor Scheme 1P Relevant Planning Applications			
Drawing File Name: BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0102	Sheet Number: 12 of 13	Status: A	Rev: M01



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

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CC BY 4.0) license.



Disclaimer
a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing may not be reproduced, copied or otherwise used in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish

Transverse Mercator Grid (ITM) as defined by OSI active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superseded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



Rev	Date	Drn	Chk'd	App'd	Description
M01	May 2023	LF	RMcd	DK	ISSUE FOR PHASE 4 : PLANNING

Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 15/05/2023	Scale @ A3 1:5000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Bray to City Centre Core Bus Corridor Scheme 1Q Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0013_XX_00-DR-GG-0101	Sheet Number 13 of 13	Status A	Rev M01	

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

Planning Report Appendix 1

Local Policy

Contents

Sub Appendix 1: Local Policy	1
1. Dublin City Council	1
1.1 Dublin City Council Development Plan Policies and Objectives	1
1.2 Zoning Objectives	36
2. Dún Laoghaire-Rathdown County Council	38
2.1 Dún Laoghaire-Rathdown County Council County Development Plan, 2022-2028	38
2.2 Zoning Objectives	55
3. Wicklow County Council	57
3.1 Wicklow County Council Policies and Objectives	57
3.2 Zoning Objectives	66
4. References	66

Sub Appendix 1: Local Policy

1. Dublin City Council

1.1 Dublin City Council Development Plan Policies and Objectives

Table 1.1: DCC Development Plan 2022 - 2028 Policies and Objectives (DCC 2022)

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
1.9.2	UN Sustainable Development Goals	SCV1	<p>'Policy SCV1 United Nations Sustainability Goals</p> <p><i>It is the policy of Dublin City Council to contribute, via this development plan, towards achievement of the 17 Sustainable Development Goals of the United Nations' 2030 Agenda for Sustainable Development as per link https://sdgs.un.org/goals'</i></p>	<p>The Proposed Scheme is supported by the goals and targets set out in the relevant SDGs. It will provide for enhanced walking, cycling and bus infrastructure, which will subsequently enable more efficient, safe, and integrated sustainable transport movement along this corridor.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5	Climate Policies and Objectives	CA1	<p>'National Climate Action Policy</p> <p><i>To support the implementation of national objectives on climate change including the 'Climate Action Plan 2021: Securing Our Future' (including any subsequent updates to or replacement thereof), the 'National Adaptation Framework' 2018 and the 'National Energy and Climate Plan for Ireland 2021-2030' and other relevant policy and legislation.'</i></p>	<p>The Proposed Scheme aligns with the objective, as it comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5	Climate Policies and Objectives	CA2	<p>'Mitigation and Adaptation</p> <p><i>To prioritise and implement measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice.'</i></p>	<p>The Proposed Scheme aligns with the objective through the development of transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA assessment has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Following the application of the mitigation measures, it is expected that there will be a negative, minor and short-term residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in greenhouse gas emissions, beyond those reported in the assessment. The Proposed Scheme has the potential to reduce greenhouse gas emissions equivalent to the removal of approximately 6,030 and 9,140 car trips per weekday from the road network in 2028 and 2043 respectively. This represents a significant contribution towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in the Government's 2021 Climate Action Plan.</p> <p>It is concluded that the Proposed Scheme will make a significant contribution to reduction in carbon emissions provided the measures outlined in the traffic optimisation and bus frequency resilience analysis are employed i.e. the service pattern and frequency of bus</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
				<p>services are increased into the future to accommodate additional demand without having a significant negative impact on bus journey time reliability.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5	Climate Policies and Objectives	CAO1	<p>‘Dublin City Council Climate Change Action Plan</p> <p><i>To implement Dublin City Council’s 2019 Climate Change Action Plan in consultation and partnership with stakeholders including the Dublin Metropolitan Climate Action Regional Office (CARO), Codema, residents and elected representatives’</i></p>	<p>The Proposed Scheme aligns with the objective as it has considered the Dublin City Council Climate Change Action Plan 2019. The Proposed Scheme will promote modal shift from private car to more sustainable forms of transport with increased bus priority which are key actions in the plan.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.1	Sustainable Settlement Patterns	CA3	<p>‘Climate Resilient Settlement Patterns, Urban Forms and Mobility</p> <p><i>To support the transition to a low carbon, climate resilient city by seeking sustainable settlement patterns, urban forms and mobility in accordance with the National Planning Framework 2018 and the Regional Spatial and Economic Strategy 2019.’</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic and Transport) of the EIAR has considered the sustainability principles as set out in the various policy documents.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.1	Sustainable Settlement Patterns	CA4	<p>‘Improving Mobility Links in Existing Areas</p> <p><i>To support retrofitting of existing built-up areas with measures which will contribute to their meeting the objective of a low-carbon city, such as reopening closed walking and cycling links or providing new links between existing areas’</i></p>	<p>As part of the Proposed Scheme improved mobility links will include new pedestrian access points between the N11 Stillorgan Road and South Park, and the N11 Bray Road and Shanganagh Vale to allow for more direct access to the proposed cycle tracks and bus stops along the N11 at those locations. There will also be new two-way cycle tracks connecting to Coláiste Eoin / Coláiste Íosagáin, and in Shankill between Stonebridge Lane and Corbawn Lane which will serve a number of schools to provide safer cycle access for both primary and secondary school students at those locations.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
3.5.1	Sustainable Settlement Patterns	CA5	<p>‘Climate Mitigation and Adaptation in Strategic Growth Areas</p> <p><i>To ensure that all new development including in Strategic Development and Regeneration Areas integrate appropriate climate mitigation and adaptation measures. See also Section 15.4.3. Sustainability and Climate Action and Section 15.7.3 Climate Action and Energy Statement.’</i></p>	<p>The Proposed Scheme will provide a greater increase in sustainable mode share which will in turn lead to further reductions in GHG emissions. A greater increase in sustainable mode share will in turn lead to further reductions in greenhouse gas emissions, beyond those reported in the assessment. The Proposed Scheme has the potential to reduce greenhouse gas emissions equivalent to the removal of approximately 6,030 and 9,140 car trips per weekday from the road network in 2028 and 2043 respectively. This represents a significant contribution towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in the Government’s 2021 Climate Action Plan.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.2	The Built Environment	CA8	<p>‘Climate Adaptation Actions in the Built Environment</p> <p><i>To require low carbon development in the city which will seek to reduce carbon dioxide emissions and which will meet the highest feasible environmental standards during construction and occupation, see Section 15.7.1 when dealing with development proposals. New development should generally demonstrate/ provide for: (inter alia)</i></p> <p><i>f. minimising the generation of site and construction waste and maximising reuse or recycling;</i></p> <p><i>g. the use of construction materials that have low to zero embodied energy and CO2 emissions;’</i></p>	<p>The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials, where possible.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The Proposed Scheme is not predicted to give rise to significant waste impacts. A Construction and Demolition Resource and Waste Management Plan (CDRWMP) has been produced and ensures that the any waste arising from construction will be managed in line with the Waste Management Act 1996.</p> <p>Refer to Chapter 8 (Climate), Chapter 18 (Waste and Resources) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
3.5.2	The Built Environment	CA9	<p>‘Climate Adaptation Actions in the Built Environment</p> <p><i>Development proposals must demonstrate sustainable, climate adaptation, circular design principles for new buildings / services / site. The council will promote and support development which is resilient to climate change. This would include: (inter alia):</i></p> <p><i>c. minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS);</i></p> <p><i>d. reducing flood risk, damage to property from extreme events – residential, public and commercial;</i></p> <p><i>e. reducing risks from temperature extremes and extreme weather events to critical infrastructure such as roads, communication networks, the water/drainage network, and energy supply;</i></p> <p><i>f. promoting, developing and protecting biodiversity, novel urban ecosystems and green infrastructure’</i></p>	<p>The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials, where possible. The Proposed Scheme 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.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Following the application of the mitigation measures, it is expected that there will be a negative, minor and short-term residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in greenhouse gas emissions, beyond those reported in the assessment. The Proposed Scheme has the potential to reduce greenhouse gas emissions equivalent to the removal of approximately 6,030 and 9,140 car trips per weekday from the road network in 2028 and 2043 respectively. This represents a significant contribution towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in the Government’s 2021 Climate Action Plan.</p> <p>The Proposed Scheme will provide the infrastructure necessary for sustainable transport provision that will make a significant contribution to reduction in carbon emissions it includes green infrastructure initiatives such as Sustainable Urban Drainage (SUDS) and hard and soft landscaping works improving biodiversity, where feasible.</p> <p>Refer to Chapter 8 (Climate), Chapter 12 (Biodiversity) Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.4	Construction and Demolition Waste	CA23	<p>‘The Circular Economy</p> <p><i>To support the shift towards the circular economy approach as set out in a Waste Action Plan for a Circular Economy 2020 to 2025, Ireland’s National Waste Policy , as updated together with The Whole of Government Circular Economy Strategy 2022- 2023.</i></p> <p><i>https://www.gov.ie/en/publication/b542dwhol-e-of-government-circular-economy-strategy-2022-2023-living-moreusing-less/</i></p>	<p>The Proposed Scheme aligns with the objective as the Waste Action Plan for a Circular Economy 2020 to 2025, Ireland’s National Waste Policy, as updated together with The Whole of Government Circular Economy Strategy 2022- 2023 was considered. Circular economy principles and the waste hierarchy have been assessed within the EIAR.</p> <p>Refer to Chapter 18 (Waste & Resources) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
3.5.6	Flood Resilience and Water	CA26	‘Flood and Water Resource Resilience <i>To support, encourage and facilitate the delivery of soft, green and grey adaptation measures to enhance flood and water resource resilience in the city and support the delivery of grey adaptation measures to enhance flood and water resource resilience where necessary.’</i>	Chapter 13 (Water) includes an overview of flood risk. Following implementation of the mitigation measures in Chapter 13 (Water) in Volume 2 of the EIAR and the SWMP within the CEMP (Appendix A5.1 in Volume 4 of this EIAR), there are no significant impacts predicted on any of the receptors in this study area during the Construction or Operational Phases. In addition to the above, further detailed information on flood risk is at Appendix A13.2 which includes a Site Specific Flood Risk Assessment (FRA).
3.5.6	Flood Resilience and Water	CA28	‘Natural Flood Risk Mitigation <i>To encourage the use of natural flood risk mitigation or nature based solutions including integrated wetlands, green infrastructure, and Sustainable Drainage Systems (SuDS) as part of wider adaptation and mitigation responses to achieve flood resilience.’</i>	The Proposed Scheme aligns with the objective. A Flood Risk Assessment has been undertaken and has helped to shape the design response. Design principles included exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS measures were designed to provide sufficient storage to ensure no increase in existing runoff rates. Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) Appendix A13.2 which includes a Site Specific Flood Risk Assessment (FRA).in Volume 2 of the EIAR for further details.
3.5.7	Green Infrastructure and Nature Based Solution	CA29	‘Climate Action and Green Infrastructure <i>To protect, connect and expand the city’s Green Infrastructure while optimising the climate change adaptation and mitigation services it provides.’</i>	The Proposed Scheme has used green infrastructure initiatives such as SuDS. SuDS measures were designed to attenuate runoff for any newly paved areas. The Proposed Scheme aligns with the objectives and actions set out in the National Adaptation Framework. Responses to risks from climate change on the integrity of the infrastructure has been considered both in the design and approach taken and the EIAR. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) for further details.
4.5.1	Approach to the inner City and Docklands	SC1	‘Consolidation of the Inner City <i>To consolidate and enhance the inner city, promote compact growth and maximise opportunities provided by existing and proposed public transport by linking the critical mass of existing and emerging communities such as Docklands, Heuston Quarter, Grangegorman, Stoneybatter, Smithfield, the Liberties, the North East Inner City and the south and north Georgian cores with each other, and to other regeneration areas.’</i>	The Proposed Scheme will enhance the capacity of sustainable transport provision. The Proposed Scheme will improve the efficiency of Dublin’s road network and as a consequence will help to achieve greater land use densities that will promote compact growth. One of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, 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. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
4.5.1	Approach to the inner City and Docklands	SC2	<p>‘City’s Character To develop the city’s character by (inter alia):</p> <ul style="list-style-type: none"> cherishing and enhancing Dublin’s renowned streets, civic spaces and squares; developing a sustainable network of safe, clean, attractive streets, pedestrian routes and large pedestrian zones lanes and cycleways in order to make the city more coherent and navigable and creating further new streets as part of the public realm when the opportunities arise;’ 	<p>The Proposed Scheme aligns with the policy objective as it will provide segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. In addition, along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. Furthermore, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.1	Approach to the inner City and Docklands	SC5	<p>‘Urban Design and Architectural Principles To promote the urban design and architectural principles set out in Chapter 15, and in the Dublin City Public Realm Strategy 2012, in order to achieve a climate resilient, quality, compact, well-connected city and to ensure Dublin is a healthy and attractive city to live, work, visit and study in.’</p>	<p>The Proposed Scheme aligns with the objective as it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme. The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape where possible.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) and Visual) for further details.</p>
4.5.2	Approach to the Inner Suburbs and Outer City as Part of the Metropolitan Area	SC8	<p>‘Development of the Inner Suburbs To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport services and enhanced walking and cycling infrastructure.’</p>	<p>The BusConnects Programme, of which the Proposed Scheme is part, is an objective the Metropolitan Area Strategic Plan. The Proposed Scheme will provide the infrastructure necessary to support sustainable public transport and active travel options that will encourage increased density along the corridor.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
4.5.2	Approach to the Inner Suburbs and Outer City as Part of the Metropolitan Area	SC9	<p>‘Key Urban Villages, Urban Villages and Neighbourhood Centres</p> <p><i>To develop and support the hierarchy of the suburban centres, including Key Urban Villages, Urban Villages and Neighbourhood Centres, in order to (inter alia):</i></p> <ul style="list-style-type: none"> • <i>support the sustainable consolidation of the city and align with the principles of the 15 minute city; and</i> • <i>provide for the essential economic and community support for local neighbourhoods.’</i> 	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city and help to achieve the principles of the 15 minute city. The Proposed Scheme will bring greater accessibility to the entire community and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.3	Urban Density	SC11	<p>‘Compact Growth</p> <p><i>In alignment with the Metropolitan Area Strategic Plan, to promote compact growth and sustainable densities through the consolidation and intensification of infill and brownfield lands, particularly on public transport corridors, which will:</i></p> <ul style="list-style-type: none"> • <i>enhance the urban form and spatial structure of the city;</i> • <i>be appropriate to their context and respect the established character of the area;</i> • <i>include due consideration of the protection of surrounding communities and provide for enhanced amenities for existing and future residents;</i> • <i>be supported by a full range of social and community infrastructure such as schools, shops and recreational areas;</i> • <i>and have regard to the criteria set out in Chapter 15: Development Standards, including the criteria and standards for good neighbourhoods, quality urban design and excellence in architecture.’</i> 	<p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City leading to a more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities, and services.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) and Visual) for further details.</p>
4.5.3	Urban Density	SC13	<p>‘Green Infrastructure</p> <p><i>To recognise and promote Green Infrastructure and landscape as a key mechanism to address climate change and as an integral part of the form and structure of the city, including streets and public spaces.’</i></p>	<p>The Proposed Scheme aligns with the objective as the overall landscape and urban realm design strategy for the route aims to create attractive, consistent, functional and accessible places. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
4.5.5	Urban Design and Architecture	SC19	<p>‘High Quality Architecture</p> <p><i>To promote development which positively contributes to the city’s built and natural environment, promotes healthy placemaking and incorporates exemplar standards of high-quality, sustainable and inclusive urban design and architecture befitting the city’s environment and heritage and its diverse range of locally distinctive neighbourhoods.’</i></p>	<p>The Proposed Scheme aligns with the objective as it aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable, including Urban Design Manual – A Best Practice Guide and the Design Manual for Urban Roads and Streets (2013).</p> <p>In addition, opportunities have been sought to enhance the public realm and landscape. As part of the Proposed Scheme public realm improvements are proposed at several locations. For example, a local intervention is proposed at the junction of Wellington Place to enhance the local character and contribute to the wider ecological value of the area in relation to Morehampton Road Wildlife Sanctuary. This is also proposed as a SuDS area with medium to large scale trees and species-rich grass. Similarly, the retail area near Mulberry Lane is proposed to be enhanced with an extended area of concrete paving slabs and blocks with granite kerbs. New street trees are proposed with raised seating surrounds.</p> <p>Refer to Chapter 6 (Traffic & Transport), Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.5	Urban Design and Architecture	SC20	<p>‘Urban Design</p> <p><i>Promote the guidance principles set out in the Urban Design Manual – A Best Practice Guide and in the Design Manual for Urban Roads and Streets (2019).’</i></p>	<p>The Proposed Scheme aligns with the objective as it has considered the Design Manual for Urban Roads and Streets and the Design Manual for Urban Roads and Streets (2013). It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. The Proposed Scheme has considered the relevant guidance, where applicable.</p> <p>Refer to Chapter 6 (Traffic & Transport), Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
4.5.5	Urban Design and Architecture	SC22	<p>‘Historical Architectural Character</p> <p><i>To promote understanding of the city’s historical architectural character to facilitate new development which is in harmony with the city’s historical spaces and structures.’</i></p>	<p>It is anticipated that there will be significant residual impacts at three locations as a result of the Construction Phase of the Proposed Scheme. Where possible, features of heritage significance will be retained in situ. Mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase (where retention in situ is not possible), includes the following:</p> <ul style="list-style-type: none"> • Recording of feature and setting; • Safe removal and secure storage; and • Reinstatement in original / new location as relevant. <p>Following mitigation it is not considered there will be any significant residual impact to the historical character of the functional area of DCC.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.3	Healthy Placemaking and the 15 Minute City	QHSN11	<p>‘15-Minute City</p> <p><i>To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.’</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure. Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.3	Healthy Placemaking and the 15 Minute City	QHSN12	<p>‘Neighbourhood Development</p> <p><i>To encourage neighbourhood development which protects and enhances the quality of our built environment and supports public health and community wellbeing. Promote developments which:</i></p> <ul style="list-style-type: none"> • <i>build on local character as expressed in historic activities, buildings, materials, housing types or local landscape in order to harmonise with and further develop the unique character of these places;</i> • <i>integrate active recreation and physical activity facilities including community centres and halls as part of the 15-minute city;</i> • <i>encourage sustainable and low carbon transport modes through the promotion of alternative modes and ‘walkable communities’ whereby a range of facilities and services will be accessible within short walking or cycling distance;</i> 	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary to create a more efficient and sustainable transport system that encourages density within Dublin City leading to a more compact urban form. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It will create an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable.</p> <p>The Proposed Scheme will create opportunities for building in regular physical activity into daily life through the improved pedestrian and</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
			<ul style="list-style-type: none"> • <i>promote and implement low traffic neighbourhoods to ensure a high quality built environment and encourage active travel in delivering the 15 minute city model.</i> • <i>promote sustainable design through energy efficiency, use of renewable energy and sustainable building materials and improved energy performance;</i> • <i>promote the development of healthy, liveable and attractive places through public realm and environmental improvement projects;</i> • <i>cater for all age groups and all levels of ability / mobility and ensuring that universal design is incorporated to maximise social inclusion;</i> • <i>provide the necessary inclusive community facilities and design features to promote independence for older people and to maximise quality of life;</i> • <i>have regard to the Guiding Principles for 'Healthy Placemaking' and 'Integration of Land Use and Transport' as set out in the Regional Spatial and Economic Strategy and national policy as set out in 'Sustainable Residential Development in Urban Areas' and the 'Design Manual for Urban Roads and Streets (DMURS)';</i> • <i>are designed to promote safety and security and avoid anti-social behaviour'.</i> 	<p>cycling facilities, as well as through walking to and from bus stops. It is predicted that this will result in positive health outcomes as some people will change their travel behaviours and benefit from increased regular physical activity as a result.</p> <p>In addition, opportunities have been sought to enhance the public realm and landscape. As part of the Proposed Scheme public realm improvements are proposed at several locations. For example, a local intervention is proposed at the junction of Wellington Place to enhance the local character and contribute to the wider ecological value of the area in relation to Morehampton Road Wildlife Sanctuary. This is also proposed as a SuDS area with medium to large scale trees and species-rich grass. Similarly, the retail area near Mulberry Lane is proposed to be enhanced with an extended area of concrete paving slabs and blocks with granite kerbs. New street trees are proposed with raised seating surrounds.</p> <p>Refer to Chapter 6 (Traffic & Transport), Chapter 11 (Human Health) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.3	Healthy Placemaking and the 15 Minute City	QHSN13	<p>‘15-Minute City</p> <p><i>To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible’</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the entire community and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
5.5.4	Social Inclusion	QHSN14	<p>‘High Quality Living Environment</p> <p><i>To support the entitlement of all members of the community to enjoy a high quality living environment and to support local communities, healthcare authorities and other bodies involved in the provision of facilities for groups with specific design/ planning needs.’</i></p>	<p>The Proposed Scheme aligns with the objective as it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme. The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape , where possible.</p> <p>An audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was carried out in 2020 in order to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.4	Social Inclusion	QHSN16	<p>‘Accessible Built Environment</p> <p><i>To promote built environments and outdoor shared spaces which are accessible to all. New developments must be in accordance with the seven principles of Universal Design as advocated by the National Disability Authority, Building For Everyone: A Universal Design Approach 2012 and consistent with obligations under Article 4 of the United Nations Convention on the Rights of People with Disabilities.’</i></p>	<p>The Proposed Scheme aligns with the objective as an audit of the existing infrastructure provided for people with disabilities along the Proposed Scheme was carried out. The audit was undertaken in order to identify any existing issues for mobility-impaired persons and to inform the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation, where possible.</p> <p>The Proposed Scheme identifies that the use of the 60mm set down kerb between the footpath and the cycle track is of particular importance for guide dogs, whereby the use of white line segregation is not as effective for establishing a clear understanding of the change of pavement use and potential for cyclist/pedestrian interactions. The Proposed Scheme has also prioritised, where possible, the use of island bus stops, including signal call button for crossing of cycle tracks, to manage the interaction between the various modes with the view to providing a balanced safe solution for all modes.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
5.5.4	Social Inclusion	QHSN17	<p>‘Sustainable Neighbourhoods <i>To promote sustainable neighbourhoods which cater to the needs of persons in all stages of their lifecycle, e.g. children, people of working age, older people, people living with dementia and people with disabilities.’</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>An audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was carried out in 2020 in order to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation, where possible.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages. <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
5.5.4	Social Inclusion	QHSN18	<p>‘Needs of an Ageing Population</p> <p><i>To support the needs of an ageing population in the community with reference to housing, mobility and the public realm having regard to Age Friendly Ireland’s ‘Age Friendly Principles and Guidelines for the Planning Authority 2020’, the Draft Dublin City Age Friendly Strategy 2020-2025 and Housing Options for our Aging Population 2019.’</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>An audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was carried out in order to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation where possible.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages. <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.1	Ireland’s Internationally Competitive Capital	CEE1	<p>‘Dublin’s Role as the National Economic Engine</p> <p><i>Inter alia: (i) To promote and enhance the role of Dublin as the national economic engine and driver of economic recovery and growth, with the city centre as its core economic generator.’</i></p>	<p>The Proposed Scheme aligns with the objective as it will expand and enhance the street network along the Proposed Scheme. It will bring enhanced access options to Dublin’s employment and educational centres by improving bus speeds, reliability, connectivity and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.</p>
6.5.1	Ireland’s Internationally Competitive Capital	CEE2	<p>‘Positive Approach to the Economic Impact of Applications</p> <p><i>To take a positive and proactive approach when considering the economic impact of major planning applications in order to support economic development, enterprise and employment growth and also to deliver high quality outcomes.’</i></p>	<p>The Proposed Scheme will bring enhanced access options to Dublin’s employment and educational centres by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 10 (Population) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
6.5.3	Climate Action and Quality of Life	CEE12	<p>‘Transition to a Low Carbon, Climate Resilient City Economy</p> <p><i>To support the transition to a low carbon, climate resilient city economy, as part of, and in tandem with, increased climate action mitigation and adaptation measures.’</i></p>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Following the application of the mitigation measures, it is expected that there will be a negative, minor and short-term residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in greenhouse gas emissions, beyond those reported in the assessment. The Proposed Scheme has the potential to reduce greenhouse gas emissions equivalent to the removal of approximately 6,030 and 9,140 car trips per weekday from the road network in 2028 and 2043 respectively. This represents a significant contribution towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in the Government’s 2021 Climate Action Plan.</p> <p>It is concluded that the Proposed Scheme will make a significant contribution to reduction in carbon emissions provided the measures outlined in the traffic optimisation and bus frequency resilience analysis are employed i.e. the service pattern and frequency of bus services are increased into the future to accommodate additional demand without having a significant negative impact on bus journey time reliability.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.3	Climate Action and Quality of Life	CEE14	<p>‘Quality of Place</p> <p><i>To recognise that ‘quality of place’, ‘clean, green and safe’, is crucial to the economic success of the city, in attracting foreign and domestic investment, and in attracting and retaining key scarce talent, residents and tourists.’</i></p>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
7.5.8	Public Realm	CCUV37	<p>‘Plan Active and Healthy Streets</p> <p><i>To promote the development of a network of active, healthy, attractive, high quality, green, and safe streets and public spaces which are inviting, pedestrian friendly and easily navigable. The aspiration is to encourage walking as the preferred means of movement between buildings and activities in the city. In the case of pedestrian movement within major developments, the creation of a public street is preferable to an enclosed arcade or other passageway.’</i></p>	<p>The Proposed Scheme aligns with the policy objective as it provides segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction.</p> <p>Refer to Chapter 6 (Traffic & Transport), Chapter 11 (Human Health) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.5.8	Public Realm	CCUV38	<p>‘High Quality Streets and Spaces</p> <p><i>To promote the development of high-quality streets and public spaces which are accessible and inclusive in accordance with the principles of universal design, and which deliver vibrant, attractive, accessible and safe places and meet the needs of the city’s diverse communities regardless of age, ability, disability or gender.’</i></p>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. It ensures that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
7.5.8	Public Realm	CCUV39	<p>‘Permeable, Legible and Connected Public Realm</p> <p><i>To deliver a permeable, legible and connected public realm that contributes to the delivery of other key objectives of this development plan namely active travel and sustainable movement, quality urban design, healthy placemaking and green infrastructure.’</i></p>	<p>The Proposed Scheme ensures that the public realm is carefully considered in the design and development of the transport infrastructure.</p> <p>The proposal includes a number of new pedestrian and toucan crossings along the length of the Proposed Scheme. There are also new pedestrian access points between the N11 Stillorgan Road and South Park, and the N11 Bray Road and Shanganagh Vale to allow for more direct access to the proposed cycle tracks and bus stops along the N11 at those locations. It is also proposed to close the vehicle access to the slip road off the N11 at The Hill to improve cyclist and pedestrian safety in that area by removing fast cars diverting at that point.</p> <p>Traffic calming has been considered and the Proposed Scheme will provide additional measures to encourage this for example, throughout the Proposed Scheme the implementation of side entry treatments and raised tables are also proposed at many junction side arms.</p> <p>Refer to Chapter 4 (Proposed Scheme Description and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR and the Natura Impact Statement for further details.</p>
7.5.8	Public Realm	CCUV41	<p>‘New Infrastructure Development</p> <p><i>Infrastructure projects in Dublin City should ensure placemaking outcomes through a design-led approach. Dublin City Council will work the relevant agencies / infrastructure providers to achieve public realm enhancements in the design, implementation and delivery of infrastructure projects.’</i></p>	<p>The Proposed Scheme aligns with the objective as it has considered the Design Manual for Urban Roads and Streets. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable. The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 6 (Traffic & Transport), Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
7.5.8	Public Realm	CCUV44	<p>‘New Development <i>That development proposals should deliver a high quality public realm which is well designed, clutter-free, with use of high quality and durable materials and green infrastructure. New development should create linkages and connections and improve accessibility.’</i></p>	<p>The Proposed Scheme aligns with the objective as it has considered the Design Manual for Urban Roads and Streets. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable.</p> <p>Refer to Chapter 6 (Traffic & Transport), Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.5.8	Public Realm	CCUVO15	<p>‘City Centre Public Realm Strategy <i>To support the review / update of the City Council’s City Centre Public Realm Strategy - ‘Your City Your Space’ Public Realm Strategy 2012’ and apply it for new / redevelopment public realm work throughout the Dublin City Council administrative area. The new Public Realm Strategy will adopt / provide for: (i) gender and age proofing of public realm projects; (ii) investment in / the use of assistive technology for vulnerable users of the public realm; (iii) good practice models in facilitating mobility aids, including scooters in the public realm; and (iv) good practice models of public seating for older people with mobility issues.’</i></p>	<p>The Proposed Scheme aligns with the objective as the landscape and urban realm proposals for the Proposed Scheme are based on an urban context and landscape character analysis of the route. The proposals have been informed through discussions with the NTA, local authorities and stakeholders. The overall landscape and urban realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design, where possible. In the context of the above, the Proposed Scheme is therefore compliant with the Your City Your Space – Dublin City Public Realm Strategy.</p> <p>Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.5.8	Public Realm	CCUVO16	<p>‘Public Realm Plans / Masterplans <i>To support the implementation of the following public realm plans / masterplans (listed below) and companion manuals: ‘</i></p> <ul style="list-style-type: none"> • <i>The Heart of the City’ Public Realm Masterplan for the City Core 2016;</i> • <i>Grafton Street Quarter Public Realm Improvement Plan, 2013;</i> • <i>Public Realm Masterplan for the North Lotts & Grand Canal Dock SDZ Planning Scheme 2014;</i> • <i>Temple Bar Public Realm Plan 2016;</i> • <i>Draft Markets Area Public Realm Plan 2022;</i> • <i>Other forthcoming public realm plans.’</i> 	<p>The Proposed Scheme aligns with this objective as it has considered the relevant public realm plans / masterplans which are outlined in Appendix A2.1 Planning Report.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
8.5.1	Addressing Climate Change through Sustainable Mobility	SMT1	‘Modal Shift and Compact Growth <i>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.’</i>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel (Department of Transport, Tourism and Sport (DTTAS) 2009), GDA Transport Strategy (NTA, 2023) and the NTA’s Integrated Implementation Plan.</p> <p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City and its surrounds leading to a more compact urban form. The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city.</p> <p>Refer to Chapter 8 (Climate), Chapter 12 (Biodiversity) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.1	Addressing Climate Change through Sustainable Mobility	SMT2	‘Decarbonising Transport <i>To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.’</i>	<p>The primary objective of the Proposed Scheme through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency thereby contributing to an efficient, integrated and low carbon transport system.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.1	Addressing Climate Change through Sustainable Mobility	SMT01	‘Transition to More Sustainable Travel Modes <i>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).’</i>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and active travel modes.</p> <p>It will provide the provision and enhancement of cycling facilities along the Proposed Scheme.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages. <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
8.5.2	Effective Integration of Land use and Transportation	SMT3	<p><i>'Integrated Transport Network</i></p> <p><i>To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of an integrated transport network that services the needs of communities and businesses of Dublin City and the region.'</i></p>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.2	Effective Integration of Land use and Transportation	SMT4	<p><i>'Integration of Public Transport Services and Development</i></p> <p><i>To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high quality urban places.'</i></p>	<p>The Proposed Scheme aligns with the objective as one of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. The Proposed Scheme will facilitate the delivery of Primary Route 12/12A and part of B1 from the GDA Cycle Network Plan, as well as SO1/N10, SO3 SO4 and SO5 which connect to the Proposed Scheme. The Proposed Scheme will also facilitate the delivery of secondary routes SO2, SO4, SO6, 13C and B1a which connect to the Proposed Scheme. Furthermore, the Proposed Scheme intersects with the Grand Canal Cycleway, the Dodder Greenway, the Shanganagh to Sandyford Greenway and the River Dargle Greenway.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.2	Effective Integration of Land use and Transportation	SMT6	<p><i>'Mobility Management and Travel Planning</i></p> <p><i>To promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for new developments focussed on promoting and providing for active travel and public transport use while managing vehicular traffic and servicing activity.'</i></p>	<p>The Proposed Scheme will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
8.5.3	Public Realm, Place Making and Healthy Streets	SMT8	‘Public Realm Enhancements <i>To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council’s Public Realm Strategy (‘Your City – Your Space’), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area.’</i>	<p>The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme is compliant with the Your City Your Space – Dublin City Public Realm Strategy.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.4	Accessibility for All	SMT11	‘Pedestrian Network <i>To protect, improve and expand on the pedestrian network, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions whilst ensuring accessibility for all, including people with mobility impairment and/or disabilities, older persons and people with children.’</i>	<p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City leading to a more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.4	Accessibility for All	SMT02	‘Improving the Pedestrian Network <i>To improve the pedestrian network, and prioritise measures such as the removal of slip lanes, the introduction of tactile paving, ramps, raised tables and kerb dishing at appropriate locations, including pedestrian crossings, street junctions, taxi ranks, bus stops and rail platforms in order to optimise safe accessibility for all users’</i>	<p>The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Crossing points will consist of on-demand signalised pedestrian crossing with appropriate tactile paving, push button units and LED warning studs. Appropriate signage will be used to ensure safe use of facilities by pedestrians.</p> <p>Refer to Chapter 6 (Traffic & Transport), Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
8.5.5	City Centre and Urban Villages- Access and Functional Needs	SMT12	<p><i>‘Pedestrians and Public Realm</i> <i>To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.’</i></p>	<p>The Proposed Scheme will create opportunities for building in regular physical activity into daily life through the improved pedestrian and cycling facilities. It is predicted that this will result in positive health outcomes as some people will change their travel behaviours and benefit from increased regular physical activity as a result.</p> <p>Several urban realm upgrades, including widened footpaths, high quality hard and soft landscaping and street furniture will be provided in areas of high activity to contribute towards a safer, more attractive environment for pedestrians, it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme.</p> <p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible, for example, the Proposed Bus Interchange facility in UCD will include public realm improvements. Pedestrian and cycle desire lines within UCD campus area are enhanced through better crossings and surface materials of stone and concrete. Tree pits will include SuDS provision and tree species will be selected according to available space. Amenity lighting such as uplighters are proposed at certain locations where protected species (bats) will not be affected. Seating and cycle parking are included.</p> <p>Other design elements to help improve public realm include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages. <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.5	City Centre and Urban Villages- Access and Functional Needs	SMT13	<p><i>‘Urban Villages and the 15-Minute City</i> <i>To support the role of the urban villages in contributing to the 15-minute city through improvement of connectivity in particular for active travel and facilitating the delivery of public transport infrastructure and services, and public realm enhancement.’</i></p>	<p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor. The Proposed Scheme will help contribute to the 15 minute city through improved transport infrastructure.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
8.5.5	City Centre and Urban Villages- Access and Functional Needs	SMT14	<p>‘City Centre Road Space <i>To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, Luas and Metrolink and with the existing and proposed bus network.’</i></p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. It provides the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT16	<p>‘Walking, Cycling and Active Travel <i>To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city’s mode share targets.’</i></p>	<p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT17	<p>‘Active Travel Initiatives <i>To promote and help develop community-based coordinated initiatives at local level that encourage active travel and modal switch to sustainable transport modes, and to target underrepresented cohorts/groups in such initiatives.’</i></p>	<p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
8.5.6	Sustainable Modes	SMT18	<p>‘The Pedestrian Environment</p> <p><i>To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.’</i></p>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>Traffic calming has been considered and the Proposed Scheme will provide additional measures to encourage this for example, throughout the Proposed Scheme the implementation of side entry treatments and raised tables are also proposed at many junction side arms.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT19	<p>‘Integration of Active Travel with Public Transport</p> <p><i>To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.’</i></p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. Public lighting and bus stop facilities are also included as part of the Proposed Scheme.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages. <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT08	<p>‘Cycling Infrastructure and Routes</p> <p><i>To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives and the NTA’s Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policies GI2, GI6 and GI8 and objective GI02’</i></p>	<p>The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>The Proposed Scheme will facilitate the delivery of Primary Route 12/12A and part of B1 from the GDA Cycle Network Plan, as well as SO1/N10, SO3 SO4 and SO5 which connect to the Proposed Scheme. The Proposed Scheme will also facilitate the delivery of secondary routes SO2, SO4, SO6 , 13C and B1a which connect to the Proposed Scheme. Furthermore, the Proposed Scheme intersects with the Grand Canal Cycleway, the Dodder Greenway, the Shanganagh to Sandyford Greenway and the River Dargle Greenway.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
8.5.6	Sustainable Modes	SMT09	‘Greater Dublin Area Cycle Network Plan <i>To support the development of a connected cycling network in the City through the implementation of the NTA’s Greater Dublin Area Cycle Network Plan, subject to environmental assessment and route feasibility.’</i>	<p>The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>The Proposed Scheme will facilitate the delivery of Primary Route 12/12A and part of B1 from the GDA Cycle Network Plan, as well as SO1/N10, SO3 SO4 and SO5 which connect to the Proposed Scheme. The Proposed Scheme will also facilitate the delivery of secondary routes SO2, SO4, SO6 , 13C and B1a which connect to the Proposed Scheme. Furthermore, the Proposed Scheme intersects with the Grand Canal Cycleway, the Dodder Greenway, the Shanganagh to Sandyford Greenway and the River Dargle Greenway.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT012	‘Cycle Parking Spaces <i>To provide publicly accessible cycle parking spaces, both standard bicycle spaces and non-standard for adapted and cargo bikes, in the city centre and the urban villages, and near the entrance to all publicly accessible buildings such as schools, hotels, libraries, theatres, churches etc. as required.’</i>	<p>The Proposed Scheme will promote ease of movement by providing the infrastructure necessary to enhance bus, cycling and pedestrian networks. Throughout the Proposed Scheme bus stops will be enhanced to improve the overall journey experience for bus passengers including improved lighting, signage and cycle parking, where possible to assist with mode interchange between bike and bus. In addition, cycle facilities will be improved with segregated cycle tracks.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT014	‘Cycle Parking Facilities <i>To promote and facilitate, in co-operation with key agencies and stakeholders, the provision of high density cycle parking facilities, as well as parking for cargo and adapted bicycles at appropriate locations, taking into consideration the NTA’s GDA Cycle Network Plan, and Dublin City Council’s Public Realm Strategy.’</i>	<p>The Proposed Scheme will promote ease of movement by providing the infrastructure necessary to enhance bus, cycling and pedestrian networks. Throughout the Proposed Scheme bus stops will be enhanced to improve the overall journey experience for bus passengers including improved lighting, signage and cycle parking where possible to assist with mode interchange between bike and bus. In addition, cycle facilities will be improved with segregated cycle tracks. The Proposed Scheme facilitates two-way cycle tracks and footways which are to be provided to enhance permeability and accessibility. Protected Cycle parking where practicable, will be provided at island bus stops and key additional locations throughout the Proposed Scheme.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
8.5.6	Sustainable Modes	SMT22	<p>‘Key Sustainable Transport Projects To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained:</p> <ul style="list-style-type: none"> • DART + • Metrolink from Charlemount to Swords • BusConnects Core Bus Corridor projects • Delivery of Luas to Finglas • Progress and delivery of Luas to Poolbeg and Lucan’ 	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It has considered Smarter Travel (DTTAS, 2009), GDA Transport Strategy (NTA, 2023) and the RSES (Eastern and Midlands Region, 2019). One of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT018	<p>‘Bus Infrastructure DCC will work with the NTA to incorporate bus infrastructure within new largescale developments where appropriate.’</p>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p>
8.5.6	Sustainable Modes	SMT020	<p>‘Green Roofs on Bus Shelters To engage with the National Transport Authority (NTA) in order to promote the incorporation of green roofs on new and existing bus shelters.’</p>	<p>This does not form part of the currently Proposed Scheme however, it does not mean that this cannot be incorporated at a later stage.</p>
8.5.6	Sustainable Modes	SMT24	<p>‘Shared Mobility and Adaptive Infrastructure To promote the use and expansion of shared mobility to all areas of the city and facilitate adaptive infrastructure for the changing modal transport environment, including other micro-mobility and shared mobility, as part of an integrated transport network in the city, and to support and promote smart growth initiatives that develop new solutions to existing and future mobility services and support Smart Dublin in the development of a Mobility as a Service (MaaS) platform.’</p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel (DDTAS, 2009) GDA Transport Strategy (NTA, 2023) and the NTA’s Integrated Implementation Plan (NTA, 2019)</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.10	Traffic Management and Road Safety Impacts	SMT33	<p>‘Design Manual for Urban Roads and Streets To design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within the Design Manual for Urban Roads and Streets (DMURS) and to carry out upgrade works to existing road and street networks in accordance with these standards where feasible.’</p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 of the EIAR (Traffic and Transport) has considered the Permeability best practice guide and DMURS as part of the project.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
8.5.10	Traffic Management and Road Safety Impacts	SMT34	<p>‘Street and Road Design</p> <p><i>To ensure that streets and roads within the city are designed to balance the needs and protect the safety of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated.’</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the Proposed Scheme has considered DMURS. It will deliver safe, segregated cycling facilities along the corridor as part of BusConnects. It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages. <p>Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.10	Traffic Management and Road Safety Impacts	SMT35	<p>‘Traffic Calming and Self-Regulation Street Environments</p> <p><i>To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment that are suited to all users, including pedestrians and cyclists.’</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the Proposed Scheme has considered DMURS. Traffic calming has been considered and the Proposed Scheme will provide additional measures to encourage this for example, throughout the Proposed Scheme the implementation of side entry treatments and raised tables are also proposed at many junction side arms.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages. <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
8.5.10	Traffic Management and Road Safety Impacts	SMT036	<p>‘Environmental and Road Safety Impacts of Traffic in the City</p> <p><i>To tackle the adverse environmental and road safety impacts of traffic in the city through measures such as:</i></p> <ul style="list-style-type: none"> <i>The implementation of traffic calming measures and filtered permeability including the restriction of rat-runs in appropriate areas in accordance with best practice and following advice contained in the Design Manual for Urban Roads and Streets (DMURS).</i> <i>To undertake a study, assessing and identifying areas adjacent to proposed sustainable transport projects for traffic calming and filter permeability.</i> <i>The ongoing monitoring of traffic noise and emissions, and the assessment and evaluation of the air quality and traffic noise impacts of transport policy and traffic management measures being implemented by Dublin City Council.</i> <i>To support programmes of action which tackle the issue of road safety in the city.</i> <i>To promote traffic calming in existing residential neighbourhoods through innovative street design and layout such as homezones, filtered permeability, low traffic neighbourhoods, quietways and unsignalised crossings where appropriate.’</i> 	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. The Proposed Scheme has considered DMURS in its design.</p> <p>It will provide the provision and enhancement of cycling facilities along the Proposed Scheme.</p> <p>The proposal includes a number of new pedestrian and toucan crossings along the length of the Proposed Scheme. There are also new pedestrian access points between the N11 Stillorgan Road and South Park, and the N11 Bray Road and Shanganagh Vale to allow for more direct access to the proposed cycle tracks and bus stops along the N11 at those locations. It is also proposed to close the vehicle access to the slip road off the N11 at The Hill to improve cyclist and pedestrian safety in that area by removing fast cars diverting at that point.</p> <p>Traffic calming has been considered and the Proposed Scheme will provide additional measures to encourage this for example, throughout the Proposed Scheme the implementation of side entry treatments and raised tables are also proposed at many junction side arms.</p> <p>The Proposed Scheme has been designed to include:</p> <ul style="list-style-type: none"> More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages. <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.5.2	River Corridor Restoration	SI10	<p>‘Managing Development Within and Adjacent to River Corridors</p> <p><i>To require development proposals that are within or adjacent to river corridors in the City (excluding the Camac River) to provide for a minimum setback distance of 10-15m from the top of the river bank in order to create an appropriate riparian zone. The Council will support riparian zones greater than 10 metres depending on site-specific characteristics and where such zones can integrate with public/communal open space’</i></p>	<p>The Proposed Scheme aligns with this objective in so far as relevant.</p> <p>Refer to Chapter 4 (Proposed Scheme Description), Chapter 12 (Biodiversity) and Chapter 13 (Water) in Volume 2 of the EIAR for further details</p>
9.5.3	Flood Management	SI15	<p>‘Site-Specific Flood Risk Assessment</p> <p><i>All development proposals shall carry out, to an appropriate level of detail, a Site-Specific Flood Risk Assessment (SSFRA) that shall demonstrate compliance with:</i></p> <ul style="list-style-type: none"> <i>The Planning System and Flood Risk Management, Guidelines for Planning Authorities, Department of the Environment, Community and Local</i> 	<p>The Proposed Scheme aligns with the objective as a Flood Risk Assessment has been carried out as part of the Proposed Scheme. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS were design designed to provide sufficient storage to ensure no increase in existing runoff rates. Design principles include exploring opportunities for sustainable urban</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
			<p><i>Government (2009), as revised by Circular PL 2/2014 and any future amendments, and the Strategic Flood Risk Assessment (SFRA) as prepared by this development plan.</i></p> <ul style="list-style-type: none"> <i>The application of the sequential approach, with avoidance of highly and less vulnerable development in areas at risk of flooding as a priority and/ or the provision of water compatible development only. Where the Justification Test for Plan Making and Development Management have been passed, the SSFRA will address all potential sources of flood risk and will consider residual risks including climate change and those associated with existing flood defences. The SSFRA will include site specific mitigation measures, flood-resilient design and construction, and any necessary management measures (the SFRA and Appendix B of the above mentioned national guidelines refer). Attention shall be given in the site-specific flood risk assessment to building design and creating a successful interface with the public realm through good design that addresses flood concerns but also maintains appealing functional streetscapes. Allowances for climate change shall be included in the SSFRA.</i> <i>On lands where the Justification Test for Plan Making has been passed and where a small proportion of the land is at significant risk of flooding, the sequential approach to development will be applied, and development will be limited to Minor Development (Section 5.28 of the Planning System and Flood Risk Management Guidelines 2009) on the portion at significant risk of flooding. There will be a presumption against the granting of permission for highly or less vulnerable development which encroaches onto or results in the loss of the flood plain. Water compatible development only will be considered in such areas at risk of flooding which do not have existing development on them.'</i> 	<p>realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible.</p> <p>Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
9.5.4	Water Supply and Wastewater	SI22	<p>‘Sustainable Drainage Systems</p> <p><i>To require the use of Sustainable Drainage Systems (SuDS) in all new developments, where appropriate, as set out in the Greater Dublin Strategic Drainage Study (Vol 2: New Development)/ Greater Dublin Regional Code of Practice for Drainage Works and having regard to the guidance set out in Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document (DHLGH, 2021). Sustainable Drainage Systems (SuDS) should incorporate nature-based solutions and be designed in accordance with the Dublin City Council Sustainable Drainage Design & Evaluation Guide (2021) which is summarised in Appendix 12. SuDS should protect and enhance water quality through treatment at source while enhancing biodiversity and amenity.’</i></p>	<p>The Proposed Scheme aligns with the objective as it provides measures to ensure no increase in existing run off rates from newly paved and combined existing / newly paved catchment areas. Drainage of newly paved areas will include SuDS measures to treat and attenuate any additional runoff.</p> <p>Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.5.7	Air Quality	SIO21	<p>‘Air Quality Data Collection</p> <p><i>To reduce harmful emissions and to achieve and maintain good air quality in the City by working with the Dublin local authorities and relevant agencies in the collection of local data through the Dublin City ambient air quality monitoring network.’</i></p>	<p>The improvements to sustainable modes provision as a result of the Proposed Scheme will facilitate a reduction in congestion, reduced greenhouse gas (GHG) emissions and associated air quality improvements along the Proposed Scheme, resulting in enhanced community wellbeing.</p> <p>Refer to Chapter 6 (Traffic & Transport), Chapter 7 (Air Quality) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.5.8	Noise Pollution	SI35	<p>‘Ambient Noise Quality</p> <p><i>To seek to preserve and maintain noise quality in the City in accordance with good practice and relevant legislation.’</i></p>	<p>The Proposed Scheme aligns with the objective as the Dublin Agglomeration Environmental Noise Action Plan has been considered. Once operational, there will be a Positive to Neutral direct impact along the Proposed Scheme due to a reduction in traffic volumes during both the Opening Year (2028) and the Design Year (2043).</p> <p>Refer to Chapter 09 (Noise and Vibration) and Chapter 04 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.5.8	Noise Pollution	SI36	<p>‘Noise Management</p> <p><i>To support pro-active management of noise in the City through measures such as appropriate road surfaces to avoid, mitigate, minimise noise in accordance with good practice, relevant legislation and in line with the Dublin Agglomeration Environmental Noise Action Plan 2018-2023 (and subsequent plans).’</i></p>	<p>The Proposed Scheme aligns with the objective as the Dublin Agglomeration Environmental Noise Action Plan has been considered.</p> <p>Once operational, there will be a Positive to Neutral direct impact along the Proposed Scheme due to a reduction in traffic volumes during both the Opening Year (2028) and the Design Year (2043).</p> <p>Refer to Chapter 09 (Noise and Vibration) and Chapter 04 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
9.5.9	Public and External Lighting	SI41	‘Lighting Standards <i>To provide and maintain high quality and appropriate street/ outdoor lighting on public roads, footways, cycleways, public realm throughout the City in accordance with the Council’s Vision Statement for Public Lighting in Dublin City and related public lighting projects. In general, the lighting of roads and public amenity areas shall be provided in accordance with the requirements of the latest Public Lighting Standards IS EN13201 and further updates.’</i>	The Proposed Scheme aligns with this objective as Light Emitting Diode (LED) lanterns will be the light source for any new or relocated public lighting provided. The lighting design will involve works on functional, heritage and contemporary lighting installations on a broad spectrum of lighting infrastructure along the Proposed Scheme. In locations where road widening and / or additional space in the road margin is required, it is proposed that the public lighting columns will be replaced and relocated to the rear of the footpath, where practicable, eliminating pedestrian obstruction. Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.9	Public and External Lighting	SI43	‘Energy Efficient Lighting <i>To require that new developments are appropriately lit and that all public and external lighting in new residential and commercial developments use highly energy efficient luminaires, with the use of energy saving strategies (such as dimming in line with nationally agreed tariffs) encouraged.’</i>	The Proposed Scheme aligns with this objective as energy efficient Light Emitting Diode (LED) lanterns will be the light source for any new or relocated public lighting provided. Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
10.5.1	Green Infrastructure	GI5	‘Greening of Public Realm / Streets <i>To integrate urban greening features including nature based solutions into the existing public realm where feasible and into the design of public realm projects for civic spaces and streets. The installation of living green walls will be encouraged to the fullest possible extent throughout the city of Dublin and tree pits with mixed planting will be preferred for the greening of streets in recognition of the co-benefits they offer for SuDs, biodiversity, amenity value and traffic calming.’</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details. .
10.5.1	Green Infrastructure	GI6	‘New Development / New Growth Areas <i>To integrate Green Infrastructure and an ecosystem services approach into new developments / new growth areas in the city that contributes to the city’s green infrastructure network by its extension and enhancement and that provides for the environmental resilience of new development.’</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details.

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
10.5.1	Green Infrastructure	GI7	<p>‘Connecting Greening Elements in Site Design</p> <p><i>To avoid the fragmentation of green spaces in site design and to link green spaces /greening elements to existing adjacent green infrastructure / the public realm where feasible and to provide for ecological functions.’</i></p>	<p>The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details .</p>
11.5.1	Building Regulations	BHA2	<p>‘Development of Protected Structures</p> <p><i>That development will conserve and enhance protected structures and their curtilage and will:</i></p> <p><i>(a) Ensure that any development proposals to protected structures, their curtilage and setting shall have regard to the Architectural Heritage Protection Guidelines for Planning Authorities (2011) published by the Department of Culture, Heritage and the Gaeltacht.</i></p> <p><i>(b) Protect structures included on the RPS from any works that would negatively impact their special character and appearance.</i></p> <p><i>(c) Ensure that works are carried out in line with best conservation practice as advised by a suitably qualified person with expertise in architectural conservation.</i></p> <p><i>(d) Ensure that any development, modification, alteration, or extension affecting a protected structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout and materials. (c) Ensure that the form and structural integrity of the protected structure is retained in any redevelopment and ensure that new development does not adversely impact the curtilage or the special character of the protected structure.</i></p> <p><i>(d) Respect the historic fabric and the special interest of the interior, including its plan form, hierarchy of spaces, structure and architectural detail, fixtures and fittings and materials.</i></p> <p><i>(e) Ensure that new and adapted uses are compatible with the architectural character and special interest(s) of the protected structure.</i></p> <p><i>(f) Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features.</i></p> <p><i>(g) Ensure historic landscapes, gardens and trees (in good condition) associated with protected structures are protected from inappropriate development.</i></p> <p><i>(h) Have regard to ecological considerations for example, protection of species such as bats’</i></p>	<p>The Proposed Scheme is located within an area where a number of Protected Structures have been identified as per Chapter 16 (Architectural Heritage). There are specific Protected Structures that will experience direct and indirect impacts during the construction of the Proposed Scheme. However, following mitigation there are no residual impacts to Protected Structures in the DCC functional area.</p> <p>The Proposed Scheme aligns with this objective as it has had regard to the Architectural Heritage Protection Guidelines for Planning Authorities’ 2011. An architectural heritage specialist will oversee any works to Protected Structures. does not adversely impact the curtilage or the special character of the Protected Structure to ensure that the works does not adversely impact the curtilage or the special character of the Protected Structure or where it has the potential too that mitigation is in place to ensure no long-term impacts will be experienced.</p> <p>Refer to Chapter 4 (Proposed Scheme Description), Chapter 16 (Architectural Heritage) and Chapter 17 Landscape (Townscape) and Visual for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
11.5.1	Building Regulations	BHA3	'Loss of Protected Structures <i>That the City Council will resist the total or substantial loss of protected structures in all but exceptional circumstances.'</i>	The Proposed Scheme aligns with the objective as no protected structure is to be demolished as part of the Proposed Scheme within the DCC functional area. Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
11.5.1	Building Regulations	BHA5	'Demolition of Regional Related on NIAH <i>That there is a presumption against the demolition or substantial loss of any building or other structure assigned a 'Regional' rating or higher by the National Inventory of Architectural Heritage (NIAH), unless it is clearly justified in a written conservation assessment that the building has no special interest and is not suitable for addition to the City Council's Record of Protected Structures (RPS); having regard to the provisions of Section 51, Part IV of the Planning and Development Act, 2000 (as amended) and the Architectural Heritage Protection Guidelines for Planning Authorities (2011).'</i>	The Proposed Scheme aligns with the objective as no protected structure is to be demolished as part of the Proposed Scheme within the DCC functional area. Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
11.5.2	Architectural Conservation Areas	BHA7	<p>‘Architectural Conservation Areas</p> <p><i>(a) To protect the special interest and character of all areas which have been designated as an Architectural Conservation Area (ACA). Development within or affecting an ACA must contribute positively to its character and distinctiveness, and take opportunities to protect and enhance the character and appearance of the area, and its setting, wherever possible. Development shall not harm buildings, spaces, original street patterns, archaeological sites, historic boundaries or features, which contribute positively to the ACA. Please refer to Appendix 6 for a full list of ACAs in Dublin City.</i></p> <p><i>(b) Ensure that all development proposals within an ACA contribute positively to the character and distinctiveness of the area and have full regard to the guidance set out in the Character Appraisals and Framework for each ACA.</i></p> <p><i>(c) Ensure that any new development or alteration of a building within an ACA, or immediately adjoining an ACA, is complementary and/or sympathetic to their context, sensitively designed and appropriate in terms of scale, height, mass, density, building lines and materials, and that it protects and enhances the ACA. Contemporary design which is in harmony with the area will be encouraged.</i></p> <p><i>(d) Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture.</i></p> <p><i>(e) Promote sensitive hard and soft landscaping works that contribute to the character and quality of the ACA.</i></p> <p><i>(f) Promote best conservation practice and encourage the use of appropriately qualified professional advisors, tradesmen and craftsmen, with recognised conservation expertise, for works to buildings of historic significance within ACAs. All trees which contribute to the character and appearance of an Architectural Conservation Area, in the public realm, will be safeguarded, except where the tree is a threat to public safety, prevents universal access, or requires removal to protect other specimens from disease.’</i></p>	<p>There are two ACAs along the Proposed Scheme. Following mitigation there will be no significant impact on the ACA’s as a result of the construction or operational phase of the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
11.5.3	Built Heritage Assets of the City	BHA9	<p>‘Conservation Areas</p> <p><i>To protect the special interest and character of all Dublin’s Conservation Areas – identified under Z8 and Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps. Development within or affecting a Conservation Area must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and its setting, wherever possible. Enhancement opportunities may include:</i></p> <ol style="list-style-type: none"> 1. Replacement or improvement of any building, feature or element which detracts from the character of the area or its setting. 2. Re-instatement of missing architectural detail or important features. 3. Improvement of open spaces and the wider public realm and reinstatement of historic routes and characteristic plot patterns. 4. Contemporary architecture of exceptional design quality, which is in harmony with the Conservation Area. 5. The repair and retention of shop and pub fronts of architectural interest. 6. Retention of buildings and features that contribute to the overall character and integrity of the Conservation Area. 7. The return of buildings to residential use. <p><i>Changes of use will be acceptable where in compliance with the zoning objectives and where they make a positive contribution to the character, function and appearance of the Conservation Area and its setting. The Council will consider the contribution of existing uses to the special interest of an area when assessing change of use applications, and will promote compatible uses which ensure future long-term viability.’</i></p>	<p>The Proposed Scheme traverses through four conservation areas.</p> <p>No significant negative residual impacts are anticipated during the Operational Phase of the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.5.3	Built Heritage Assets of the City	BHA18	<p>‘Historic Ground Surfaces, Street Furniture and Public Realm</p> <p><i>(a) To protect, conserve and retain in situ historic elements of significance in the public realm including milestones, jostle stones, city ward stones, bollards, coal hole covers, gratings, boot scrapers, cast iron basement lights, street skylights and prisms, water troughs, street furniture, post boxes, lampposts, railings and historic ground surfaces including stone kerbs, pavement flags and setts, and to promote conservation best practice and high standards for design, materials and workmanship in public realm improvements within areas of historic character, having regard to the national Advice Series on Paving: The Conservation of Historic Ground Surfaces (2015).</i></p> <p><i>(b) To maintain schedules of stone setts, historic kerbing and historic pavers/flags, and associated features in the public realm, to be protected, conserved or reintroduced (Appendix 6), and to update and review these schedules during the period of this development plan.’</i></p>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible they will be retained in situ. Proposed or reinstated boundary treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned. The Proposed Scheme will reuse existing kerbs where possible.</p> <p>Following the proposed mitigation, no significant residual impacts were identified during construction or operation to identified archaeological heritage.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
11.5.5	Archaeological Heritage	BHA26	<p>‘Archaeological Heritage</p> <p>1. To protect and preserve Monuments and Places listed on the statutory Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994 which have been identified in the Record of Monuments and Places and the Historic Environment Viewer (www.archaeology.ie) and all wrecks over 100 years old including those in the Shipwreck Inventory of Ireland.</p> <p>2. To protect archaeological material in situ by ensuring that only minimal impact on archaeological layers is allowed, by way of re-use of standing buildings, the construction of light buildings, low impact foundation design, or the omission of basements (except in exceptional circumstances) in the Monuments and Places listed on the statutory Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994. Built Heritage and Archaeology Chapter 11 373 It is the Policy of Dublin City Council: BHA26</p> <p>3. To seek the preservation in situ (or where this is not possible or appropriate, as a minimum, preservation by record) of all archaeological monuments included in the Record of Monuments and Places; all wrecks and associated objects over 100 years old and of previously unknown sites, features and objects of archaeological interest that become revealed through development activity. In respect of decision making on development proposals affecting sites listed in the Record of Monuments and Places, the council will have regard to the advice and/or recommendations of the Department of Housing, Heritage and Local Government.</p> <p>4. Development proposals within the Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994, notification of sites over 0.5 hectares size with potential underwater impacts and of sites listed in the Dublin City Industrial Heritage Record, will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged.</p> <p>5. To preserve known burial grounds and disused historic graveyards. Where disturbance of ancient or historic human remains is unavoidable, they will be excavated according to best archaeological practice and reburied or permanently curated.</p> <p>6. Preserve the character, setting, and amenity of upstanding and below ground town wall defences.</p> <p>7. Development proposals in marine, lacustrine and riverine environments and areas of reclaimed land, shall have regard to the Shipwreck Inventory maintained by the Department of Housing, Local Government and Heritage and be subject to an</p>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible they will be retained in situ. Proposed or reinstated boundary treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned.</p> <p>Following the proposed mitigation, no significant residual impacts were identified during construction or operation to identified archaeological heritage.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective / Policy No.	Paragraph / Policy / Objective	Project Response
			<p>appropriate level of archaeological assessment.</p> <p>8. To have regard to national policy documents and guidelines relating to archaeology and to best practice guidance published by the Heritage Council, the Institute of Archaeologists of Ireland and Transport Infrastructure Ireland.'</p>	
11.5.5	Archaeological Heritage	BHAO19	<p>'Built Heritage and Archaeology</p> <p>To provide for the protection, preservation and promotion of built heritage, including architectural heritage, archaeological heritage and underwater heritage, and support the in situ presentation and interpretation of archaeological finds within new developments'.</p>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible they will be retained in situ. Proposed or reinstated boundary treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

1.2 Zoning Objectives

Table 1.2: DCC Zoning Objectives (DCC 2022)

Zone	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 high quality accommodation is available within sustainable communities, where residents are within easy reach of open space and amenities as well as facilities such as shops, education, leisure and community services. The objective is to ensure that adequate public transport, in conjunction with enhanced pedestrian and cycling infrastructure, provides such residential communities good access to employment, the city centre and the key urban villages in order to align with the principles of the 15-minute city.
Z2 -Residential Neighbourhoods (Conservation Areas)	To protect and/or improve the amenities of residential conservation areas.	The 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
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 appropriate.
Z4 – Key Urban Villages and Urban Villages	To provide for and improve mixed-services facilities.	Key Urban Villages and Urban Villages (formerly district centres) function to serve the needs of the surrounding catchment providing a range of retail, commercial, cultural, social and community functions that are easily accessible by foot, bicycle or public transport; in line with the concept of the 15-minute city.
Z6 - Employment/Enterprise	To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.	Proposals for development of these lands should create a high quality physical environment; coherent urban structure; provide the opportunity to develop sustainable employment use; and contribute to developing the strategic green network by providing green infrastructure, landscape protection, public open space and sustainable energy solutions

Zone	Objective	Summary Descriptive Text
Z8 - Georgian Conservation Areas	<i>To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective.</i>	<i>Lands zoned Z8 incorporate the main conservation areas in the city, primarily the Georgian squares and streets. The aim is to protect the architectural character/design and overall setting of such areas while facilitating regeneration, cultural uses and encouraging appropriate residential development (such as well-designed mews) in the Georgian areas of the city. Insensitive or inappropriate backland development in Z8 areas will be strongly discouraged.</i>
Z9 – Amenity/Open Space Lands/Green Network	<i>To preserve, provide and improve recreational amenity, open space and ecosystem services.</i>	<i>Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use. These uses will be considered on the basis that they would not be detrimental to Z9 zoned lands. In certain specific and exceptional circumstances, where it has been demonstrated to the satisfaction of the planning authority, some limited degree of residential or commercial development may be permitted on Z9 land subject to compliance.</i>
Z11 - Waterways Protection	<i>To protect and improve canal, coastal and river amenities.</i>	<i>These areas generally include all the waterways and waterbodies in the Dublin City Council area. The purpose of the zoning is to protect the amenity and integrity of these areas.</i>
Z12 – Institutional Land (Future Development Potential)	<i>To ensure existing environmental amenities are protected in the predominantly residential future use of these lands.</i>	<i>These are lands, the majority of which are or which have been in institutional use, which may be developed for other uses in the future. They may include colleges, and residential health care institutions (e.g. hospitals). Significant ancillary facilities such as staff accommodation and dedicated open space and sports/recreational facilities are also often included.</i>
Z15 – Community and Social Infrastructure	<i>To protect and provide for community uses and social infrastructure.</i>	<i>Z15 lands comprise a variety of sites, often consisting of long-established complexes of institutional/community buildings and associated open grounds. The existing uses on these lands generally include community, social or institutional development such as schools, colleges, sports grounds, residential institutions and healthcare institutions, such as hospitals. Such facilities are considered essential in order to provide adequate community and social infrastructure commensurate with the delivery of compact growth and the principle of the 15-minute city. It is the policy of the Council to promote the retention, protection and enhancement of the city's Z15 lands as they contribute to the creation of vibrant neighbourhoods, healthy placemaking and a sustainable well-connected city.</i>

2. Dún Laoghaire-Rathdown County Council

2.1 Dún Laoghaire-Rathdown County Council County Development Plan, 2022-2028

Table 2.1: Dún Laoghaire-Rathdown County Council Development Plan 2022-2028 (DLRCC 2022)

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
1.5.1.3	Dublin City and Metropolitan Area: Growth Enablers	Table 1.3	<i>The development of an improved bus-based system, with better orbital connectivity and integration with other transport networks.</i>	<p>The Proposed Scheme aligns with the objective as one of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>The Proposed Scheme does not deliver an orbital network; however it does facilitate the provision of improved bus infrastructure.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
1.5.1.3	Dublin City and Metropolitan Area: Growth Enablers	Table 1.3	<i>Delivery of the metropolitan cycle network set out in the Greater Dublin Area Cycle Network Plan.</i>	<p>The Proposed Scheme will facilitate the delivery of Primary Route 12/12A and part of B1 from the GDA Cycle Network Plan, as well as SO1/N10, SO3 SO4 and SO5 which connect to the Proposed Scheme. The Proposed Scheme will also facilitate the delivery of secondary routes SO2, SO4, SO6 , 13C and B1a which connect to the Proposed Scheme. Furthermore, the Proposed Scheme intersects with the Grand Canal Cycleway, the Dodder Greenway, the Shanganagh to Sandyford Greenway and the River Dargle Greenway.</p> <p>These cycle routes have been considered in the design of the Proposed Scheme. Cyclists will be temporarily impacted by construction activities along the Proposed Scheme corridor. The temporary closure of cycle paths and cycle lanes may be required to facilitate the construction of new cycle infrastructure. Existing facilities will be replaced by temporary cyclist provision measures where feasible. In some instances, cyclists may be required to share space with vehicular traffic or follow an alternative route. In each instance, provision for cyclists will be made in accordance with Department of Transport's 'Temporary Traffic Management Design Guidance' following a site based risk assessment' Access to cycle parking will be affected along the route and alternative locations for cycle parking will be provided for where feasible.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
1.5.1.3	Dublin City and Metropolitan Area: Growth Enablers	Policy Objective NPF1	<i>It is a Policy Objective of the Council to ensure consistency with and support the achievement of the National Strategic Outcomes and National Policy Objectives of the National Planning Framework.</i>	<p>The Proposed Scheme complies with the NPF goals by delivering infrastructure that will facilitate a high quality sustainable public transport network not only facilitating buses but also active travel in cycling and pedestrian infrastructure.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
1.5.2.5	Dublin Metropolitan Area Strategic Plan	Policy Objective MASP1	<i>It is a Policy Objective of the Council to support the delivery of the Dublin Metropolitan Area Strategic Plan.</i>	<p>The Proposed Scheme aligns with the objective as the BusConnects Programme of which the Proposed Scheme is part of is an objective the Dublin Metropolitan Area Strategic Plan.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
1.5.5	UN Sustainable Development Goals	Policy Objective UN1	<i>It is a Policy Objective of the Council to contribute, as practicable, via this Plan, towards achievement of the 17 Sustainable Development Goals of the United Nations' 2030 Agenda for Sustainable Development.</i>	<p>The Proposed Scheme is compliant with the Sustainable Development Goals as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
1.7	Development Plan Vision - Strategic County Outcomes	Creation of a Climate Resilient County	<i>It is recognised that the County Development Plan has a key role in supporting the delivery of meaningful action on climate change through the implementation of the NPF compact growth agenda at the local level; the integration of land-use and transportation; and in the sustainable management of our environmental resources including biodiversity. Climate action is thus an important strategic objective of the County Development Plan which is reflected by the introduction of a new standalone evidence based Chapter relating to Climate Action (see Chapter 3) in addition to other climate action related Policy Objectives which permeate throughout the Plan. The County Development Plan in conjunction with the DLR 'Climate Action Plan in effect provides a framework for the transition towards a low carbon and more climate resilient County.</i>	<p>The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as Sustainable Drainage Systems (SuDS), species rich planting and reusing materials, where possible.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA assessment has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City and its surrounds leading to a more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city.</p> <p>It will enhance the capacity of sustainable transport as well as the efficiency of Dublin's road network and as a consequence can help to achieve greater land use densities that will promote compact sustainable growth.</p> <p>Refer to Chapter 8 (Climate), Chapter 12 (Biodiversity) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
1.7	Development Plan Vision - Strategic County Outcomes	Creation of a Compact and Connected County	<i>One of the best ways to transition to a climate resilient County is to consolidate development within the existing urban footprint thus making best use of land. Sustainable planning policy has long been underpinned by the matching of land use and transport policies so that denser development takes place close to good quality public transport options and supporting services. This will allow those living, working and visiting the County easy access to amenities and services by way of high-quality public transport and the softer modes of walking and cycling.</i>	<p>The primary objective of the Proposed Scheme through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and a low carbon and climate resilient county.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The primary objective of the Proposed Scheme therefore, through the provision of bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and low carbon and climate resilient communities.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.2.3	Climate Action	Policy Objective CA3	<i>It is a Policy Objective that spatial and infrastructure planning are consistent with climate mitigation and adaptation objectives. When it is available, the Council will be informed by the work led by the Eastern and Midland Regional Assembly to develop a methodology for quantifying the GHG impacts of spatial planning policies, (QGasSP, an ESPON EU research programme) and the forthcoming Development Plan Guidelines or other national Guidance as appropriate. The Council will quantify the GHG impacts for this County Development Plan when EMRA guidelines become available. (Consistent with NPO 54 of the NPF and RPO 3.6 of the RSES).</i>	<p>The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials, where possible.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA assessment has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
3.4.4.1	Climate Action	Policy Objective CA17	<i>It is a Policy Objective to promote urban greening - as an essential accompanying policy to compact growth - which supports the health and wellbeing of the living and working population, building resilience to climate change whilst ensuring healthy placemaking. Significant developments shall include urban greening as a fundamental element of the site and building design incorporating measures such as high quality biodiverse landscaping (including tree planting), nature based solutions to SUDS and providing attractive routes and facilities for the pedestrian and cyclist (Consistent with RPO 7.6, 7.22, 7.23, 9.10 of the RSES).</i>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme is designed to provide a better, more reliable and more efficient bus service for everyone.</p> <p>The Proposed Scheme will create an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity.</p> <p>Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services.</p> <p>The Proposed Scheme will enhance the capacity of sustainable transport as well as the efficiency of Dublin's road network and as a consequence will help to achieve greater land use densities that will promote compact growth.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.2.1.1	Neighbourhood - People, Homes and Place	Policy Objective PHP2	<i>It is a Policy Objective to: Protect and improve existing sustainable neighbourhood infrastructure as appropriate. Facilitate the provision of new sustainable neighbourhood infrastructure that is accessible and inclusive for a range of users consistent with RPO 9.13 and RPO 9.14 of the RSES. Encourage the provision of multi-functional facilities, space and lands in the delivery and/or improvement of sustainable neighbourhood infrastructure.</i>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p> <p>An audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was carried out in 2020 in order to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation, where possible.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages. <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
4.2.1.1	Neighbourhood - People, Homes and Place	<i>Policy Objective PHP3</i>	<i>It is a Policy Objective to: Plan for communities in accordance with the aims, objectives and principles of 'Sustainable Residential Development in Urban Areas' and the accompanying 'Urban Design Manual – A Best Practice Guide' and any amendment thereof. Ensure that an appropriate level of supporting neighbourhood infrastructure is provided or that lands are reserved for Sustainable Neighbourhood Infrastructure (SNI), in conjunction with, and as an integral component of, residential development in new residential communities as identified in the Core Strategy (see Figure 2.9, Chapter 2). Identify, provide and/or improve (as appropriate) supporting sustainable neighbourhood infrastructure in tandem with residential development in renewal/ redevelopment areas and existing residential neighbourhoods. Create healthy and attractive places to live consistent with NPO 4 of the NPF and RPO 9.10 of the RSES.</i>	<p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City leading to a more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It will create an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. The Proposed Scheme has considered the relevant guidance, where applicable.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.2.1.4	Neighbourhood - People, Homes and Place	<i>Policy Objective PHP5:</i>	<i>It is a Policy Objective to: Support the development, improvement and provision of a wide range of community facilities throughout the County where required. Facilitate and support the preparation of a countywide Community Strategy.</i>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure to support the delivery of sustainable transport that will benefit the entire community in terms of greater accessibility, capacity and speed of service improvements.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.2.1.4	Neighbourhood - People, Homes and Place	<i>Policy Objective PHP15</i>	<i>It is a Policy Objective to support and facilitate the creation of a healthy County in accordance with the Dún Laoghaire Rathdown Healthy County Plan 2019-2022.</i>	<p>The Proposed Scheme aligns with the policy objective as it provides of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>Refer to Chapter 6 (Traffic & Transport), Chapter 11 (Human Health) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
4.4.1.1	Neighbourhood - People, Homes and Place	<i>Policy Objective PHP34</i>	<i>It is a Policy Objective to: Ensure that all development is of high quality design with a focus on healthy placemaking consistent with NPO 4, 26 and 27 of the NPF, and RPO 6.1, 6.12, 9.10 and 9.11 of the RSES. Promote the guidance principles set out in the 'Urban Design Manual – A Best Practice Guide' (2009), and in the 'Design Manual for Urban Roads and Streets' (2013). Ensure that development proposals are cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, wayfinding and detailed design.</i>	<p>The Proposed Scheme aligns with the objective as it has considered the Design Manual for Urban Roads and Streets. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. The Proposed Scheme has considered the relevant guidance, where applicable. The Proposed Scheme facilitates the development of a connected cycling network in the City by facilitating improved cycling facilities within the area. For example, the Proposed Scheme facilitates cycle tracks and footways which are to be provided to enhance permeability and accessibility, improving connectivity to and from educational centres such as UCD, a number of primary and secondary schools in Shankill and Bray and Coláiste Eoin / Coláiste Iosagáin. The Proposed Scheme also integrates with a number of other proposed cycle schemes including the Fitzwilliam Place Cycle Scheme and the proposed Dodder Greenway in Donnybrook, contributing towards the development of a comprehensive cycling network for Dublin.</p> <p>The Proposed Scheme facilitates two-way cycle tracks and footways which are to be provided to enhance permeability and accessibility. Protected Cycle parking where practicable, will be provided at island bus stops and key additional locations throughout the Proposed Scheme. Protected junctions provide physical kerb build-outs to protect cyclists through the junction for example at a number of junctions along the N11 Stillorgan Road.</p> <p>Refer to Chapter 6 (Traffic & Transport), Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.4.1.2	Neighbourhood - People, Homes and Place	<i>Policy Objective PHP35</i>	<i>It is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES.</i>	<p>The Proposed Scheme aligns with the objective as an audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was carried out in 2020 in order to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation where possible.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages. <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
4.4.1.3	Neighbourhood - People, Homes and Place	<i>Policy Objective PHP36</i>	<i>It is a Policy Objective that all development proposals, whether in established areas or in new growth nodes, should contribute positively to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved.</i>	<p>The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Crossing points will consist of on-demand signalised pedestrian crossing with appropriate tactile paving, push button units and LED warning studs. Appropriate signage will be used to ensure safe use of facilities by pedestrians.</p> <p>Refer to Chapter 6 (Traffic & Transport), Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.4.1.4	Neighbourhood - People, Homes and Place	<i>Policy Objective PHP37</i>	<i>It is a Policy Objective to promote safer and more attractive streets and public realm for all road users throughout the County by proactively engaging with, and adhering to, the 'shared space' concept and guidance set out in the 'Design Manual for Urban Roads and Streets' (2013).</i>	<p>The Proposed Scheme aligns with the policy objective as it provides of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>Refer to Chapter 6 (Traffic & Transport), Chapter 11 (Human Health) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.3.1	Transport and Mobility	<i>Policy Objective T1</i>	<i>It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high quality public transport systems. (Consistent with NSO 1, NPO 26 of the NPF, 64, RPO 4.40, 5.3, 8.1 and Guiding Principles on Integration of Land Use and Transport of the RSES).</i>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>The Proposed Scheme is largely on public roads, pavement and urban realm areas which are not currently zoned. Temporary works which will take place in zoned land will not affect the long-term zoning objective of the land.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.3.2	Transport and Mobility	<i>Policy Objective T2</i>	<i>It is a Policy Objective to support the delivery of enabling transport infrastructure so as to allow development take place in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES. (Consistent with RPO 4.40, 10.2, 10.3, 10.11, 10.16 of the RSES).</i>	<p>The Proposed Scheme will provide the infrastructure necessary to enhance a sustainable transport network which will promote the Core Strategy of the plan.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
5.4.1	Transport and Mobility	<i>Policy Objective T3</i>	<i>It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport's 'Smarter Travel, A Sustainable Transport Future 2009 – 2020' including the modal share targets and the NTA's 'Greater Dublin Area Transport Strategy 2016-2035', the RSES and the MASP. (Consistent with NPOs 26,64 of the NPF and RPOs 5.2, 5.3, 8.4, 8.7, 8.8 and 8.9 of the RSES).</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It has considered Smarter Travel, GDA Transport Strategy and the RSES.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.4.2	Transport and Mobility	<i>Policy Objective T4</i>	<i>It is a Policy Objective to expand attractive public transport alternatives to car transport as set out in 'Smarter Travel, A Sustainable Transport Future 2009-2020', the NTA's 'Greater Dublin Area Transport Strategy 2016-2035' and the NTAs 'Integrated Implementation Plan 2019-2024' by optimising existing or proposed transport corridors and interchanges and by developing new park and rides and taxi ranks and cycling network facilities at appropriate locations. (Consistent with NPO64 of the NPF, RPO 4.40, 5.2, 8.3 and 8.8 of the RSES).</i>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel, GDA Transport Strategy and the NTA's Integrated Implementation Plan</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
5.4.3	Transport and Mobility	Policy Objective T5	<i>It is a Policy Objective to co-operate with the NTA and other relevant agencies to facilitate the implementation of the bus network measures as set out in the NTA's 'Greater Dublin Area Transport 2016-2035' and 'Draft Integrated Implementation Plan 2019-2024' and the BusConnects Programme, and to extend the bus network to other areas where appropriate subject to design, environmental assessment, public consultation, approval, finance and resources. (Consistent with RPO 8.9 of the RSES).</i>	<p>The Proposed Scheme aligns with the objective as BusConnects is the NTA's programme to provide enhanced walking, cycling and bus infrastructure in the Dublin region. The Proposed Scheme will deliver safe, segregated cycling facilities along the corridor as part of BusConnects.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.1	Promoting Active Travel: Cycling and Walking	Policy Objective 10	<i>It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm improvements. (Consistent with NPO 27 and 64 of the NPF and RPO 5.2 of the RSES)</i>	<p>The Proposed Scheme aligns with the objective as BusConnects is the NTA's programme to provide enhanced walking, cycling and bus infrastructure in the Dublin region. The Proposed Scheme will deliver safe, segregated cycling facilities along the corridor as part of BusConnects.</p> <p>The Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes help to reduce dependency on private car use for short journeys.</p> <p>The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction. The Proposed Scheme includes a two-way cycle track connecting into Coláiste Eoin / Coláiste Íosagáin to improve cycle safety and access for students. It also includes a two-way cycle track in Shankill between Stonebridge Lane and Corbawn Lane connecting to a number of schools along the route. The proposed UCD Bus Interchange facility has been designed to allow for better pedestrian and cyclist permeability and safety through provision of new toucan crossings, pedestrian crossings and bicycle parking. The proposed facility will also improve accessibility to public transport through provision of a large bus interchange facility with a number of new bus stops with shelters, including the two bus shelter buildings proposed in the main plaza area of the facility.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.2	Promoting Active Travel: Cycling and Walking	Policy Objective 11	<i>It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice. (Consistent with NPO 27 and 64 of the NPF and RPO 5.3 of the RSES)</i>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
5.5.3	Promoting Active Travel: Cycling and Walking	Policy Objective 12	<i>It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan, subject to environmental assessment. (Consistent with RPO 5.2, 5.3 of the RSES).</i>	<p>The Proposed Scheme aligns with the objective as Chapter 6 of the EIAR, Traffic and Transport has considered the NTA Cycle Network Plan. The Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes help to reduce dependency on private car use for short journeys. An EIAR accompanies this application. The Proposed Scheme will facilitate the delivery of Primary Routes in the Cycle Network Plan. The Proposed Scheme includes large stretches of new segregated cycle tracks in both directions, particularly from Stephen's Green to Donnybrook, from Shanganagh Park to Fran O'Toole Bridge in Bray, and in areas along the N11 where full segregation does not currently exist. Cycle parking where practicable, will be provided at island bus stops and key additional locations throughout the Proposed Scheme.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.7.1	Road and Street Network	Policy Objective 22	<i>It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process (RPO 8.10, RPO 8.16).</i>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. Environmental considerations have been assessed as part of the EIA and AA process of the Proposed Scheme.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.7.9	Road and Street Network	Policy Objective 30	<i>It is a Policy Objective to support suitable access for people with disabilities, including improvements to transport, streets and public spaces. Accessibility primarily concerns people with reduced mobility, persons with disabilities, older persons and children. (Consistent with RPO 9.1 and 9.10 of the RSES)</i>	<p>The Proposed Scheme aligns with the objective as an audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was carried out in 2020 in order to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation where possible.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.7.10	Road and Street Network	Policy Objective 31	<i>It is a Policy Objective to provide directional signage for amenities, tourist attractions and local attractions and along cycle and pedestrian routes (waymarking) at appropriate locations throughout the County in accordance with planning and traffic regulations.</i>	<p>The Proposed Scheme aligns with the objective as signage and road markings will be provided along the extents of the Proposed Scheme to clearly communicate information, regulatory and safety messages to the road user. In addition, the existing communication equipment along the Proposed Scheme has been reviewed and proposals developed to upgrade where necessary.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
8.3.1	Green Infrastructure and Biodiversity	Policy Objective GIB1	<i>It is a Policy Objective to continue to implement, and update, the DLR Green Infrastructure (GI) Strategy, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the development, design and management of high quality natural and semi-natural areas. This recognises the ecosystems approach and the synergies that can be achieved with regard to sustainable transport, provision of open space, sustainable management of water, protection and enhancement of biodiversity.</i>	<p>The Proposed Scheme aligns with the objective as the overall landscape and urban realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p> <p>Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.4.1	Green Infrastructure and Biodiversity	Policy Objective GIB2	<i>It is a Policy Objective to continue to protect, manage and plan to conserve, maintain or enhance the distinctive characteristics of the County's landscapes, townscapes and seascapes in accordance with the recommended strategies as originally outlined in the Landscape Character Assessment (2002 and since updated), in accordance with the 'Draft Guidelines for Landscape and Landscape Assessment' (2000) as issued by the Department of Environment and Local Government, in accordance with the European Landscape Convention (Florence Convention) and in accordance with 'A National Landscape Strategy for Ireland – 2015-2025'. The Council shall implement any relevant recommendations contained in the Department of Arts, Heritage, and the Gaeltacht's National Landscape Strategy for Ireland, 2015 - 2025.</i>	<p>The Proposed Scheme aligns with the objective as it was assessed using the Landscape Institute and the Institute of Environmental Management and Assessment (IEMA) Guidelines for Landscape and Visual Impact Assessment. The Proposed Scheme will give rise to some degree of townscape and visual effect, most notably during the Construction Phase. These impacts arise especially where there is temporary and / or permanent acquisition of lands associated with residential or other properties including amenities, and where tree removal is required. The Proposed Scheme includes for replacement of disturbed boundaries, reinstatement of the Construction Compounds, return of temporary acquisition areas, and for replacement or additional tree and other planting where feasible along the Proposed Scheme. For properties experiencing permanent land acquisition, for the impacts on trees including for Tree Preservation Orders / Objectives. There will be positive long-term effects for sections of streetscape most notable for areas in Donnybrook and Bray. The Proposed Scheme will also provide for a reduction in the car-centric design of the townscape with an enhanced experience for pedestrians and cyclists through measures such as provision of raised crossing points to side junctions, paving schemes which indicate pedestrian priority and aid in reducing traffic speeds, and shorter or more direct crossing points at junctions.</p> <p>Refer to Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
8.4.3	Green Infrastructure and Biodiversity	Policy Objective GIB4	<i>It is Policy Objective to conserve and enhance existing High Amenity Zones and to seek to manage these and other areas to absorb further recreational uses and activity without damaging their unique character.</i>	<p>The Proposed Scheme aligns as there are no high amenity areas along the Proposed Scheme.</p> <p>Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details</p>
8.7.1.4	Green Infrastructure and Biodiversity	Policy Objective GIB21	<i>It is a Policy Objective to protect and preserve areas designated as proposed Natural Heritage Areas, Special Areas of Conservation, and Special Protection Areas. It is Council policy to promote the maintenance and as appropriate, delivery of 'favourable' conservation status of habitats and species within these areas.</i>	<p>The Proposed Scheme aligns as it will not result in any significant residual effects on designated areas. In addition to the EIAR, a Natura Impact Assessment (NIS) has been prepared for the Proposed Scheme.</p> <p>Refer to Chapter 12 (Biodiversity) in Volume 2 of the EIAR and the NIS for further details.</p>
8.7.1.8	Green Infrastructure and Biodiversity	Policy Objective GIB25	<i>It is a Policy Objective to retain and protect hedgerows in the County from development, which would impact adversely upon them. The Council will promote the County's hedgerows by increasing coverage, where possible, using locally native species and to develop an appropriate code of practice for road hedgerow maintenance.</i>	<p>The Proposed Scheme aligns with the objective as where existing trees, hedges, and / or plantings are removed from temporary acquisition areas, new planting and paving will be provided where possible in replacement of those removed. In general, unless not feasible or practicable, new plant species will match that of those removed.</p> <p>Refer to Chapter 12 (Biodiversity), Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details</p>
9.3.1.1	Open Space, Parks and Recreation	Policy Objective OSR5:	<i>It is a Policy Objective to support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan (NPAP) 2016, to increase physical activity levels across the whole population thus creating a society, which facilitates people whether at home, at work or at play to lead a more active way of life (consistent with RPO 9.16).</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Refer to Chapter 6 (Traffic & Transport), Chapter 11 (Human Health) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
9.3.1.4	Open Space, Parks and Recreation	<i>Policy Objective OSR8</i>	<i>It is a Policy Objective to develop a comprehensive network of County Greenways linking parks and public open spaces and to liaise with adjoining local authorities and other stakeholders to achieve and improve wider external linkages and corridors, to enable enhanced connectivity to wider strategic networks, and to allow for the long-term strategic expansion of urban areas (consistent with NPO 62 of the NPF).</i>	<p>The Proposed Scheme aligns with the policy objective as it provides improved cycling and pedestrian facilities, improving accessibility between parks and other open spaces along the route. In addition, landscaping and outdoor amenities will be provided to improve the local urban realm. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p> <p>Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
10.2.2.6	Environmental Infrastructure and Flood Risk	Policy Objective EI6	<i>It is a Policy Objective to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS).</i>	<p>The Proposed Scheme has used green infrastructure initiatives such as SuDS. SuDS measures were designed to attenuate runoff for any newly paved areas. The WFD, River Basin Management Plans have been considered as part of the assessments / designs.</p> <p>Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
10.2.2.9	Environmental Infrastructure and Flood Risk	Policy Objective EI9	<i>It is a Policy Objective to ensure that all new development proposals include a Drainage Impact Assessment that meets the requirements of the Council's Development Management Thresholds Information Document (see Appendix 3) and the Stormwater Management Policy (See Appendix 7.1).</i>	<p>The Proposed Scheme aligns with the objective as drainage is covered in EIAR Chapter 13 (Water). The increase in impermeable areas and also changes to traffic numbers - especially those displaced onto side roads have been assessed as part of the assessment.</p> <p>Refer to Chapter 13 (Water) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
10.3.2	Environmental Infrastructure and Flood Risk	Policy Objective E12	<i>It is a Policy Objective to implement the Eastern-Midlands Region Waste Management Plan 2015-2021 and subsequent plans, in supporting the transition from a waste management economy towards a circular economy, to enhance employment and increase the value recovery and recirculation of resources. Underpinning this objective is the requirement to conform to the European Union and National Waste Management Hierarchy of the most favoured options for waste as illustrated below subject to economic and technical feasibility and Environmental Assessment. (Consistent with RPO 10.25 of the RSES)</i>	<p>The Proposed Scheme aligns with the objective as the Eastern – Midlands Region Waste Management Plan was considered. Circular economy principles and the waste hierarchy have been assessed within the EIAR. There are no residual impacts in relation to waste during the Construction and Operational phase of the Proposed Scheme.</p> <p>Refer to Chapter 18 (Waste & Resources) in Volume 2 of the EIAR for further details.</p>
10.4.1	Environmental Infrastructure and Flood Risk	Policy Objective E15	<p><i>It is a Policy Objective: To implement the provisions of national and EU Directives on air and noise pollution and other relevant legislative requirements in conjunction with other agencies as appropriate. (Consistent with RPO 10.10 of the RSES)</i></p> <ul style="list-style-type: none"> <i>To maintain and manage a Dublin County ambient air quality monitoring network in conjunction with the EPA and TII and to make available to the public the resulting air quality measurements via the EPA website www.epa.ie/air/quality.</i> <i>To support the implementation of objectives of the 'Dublin Agglomeration Environmental Noise Action Plan 2018-2023'.</i> 	<p>The Proposed Scheme aligns with the objective as the EIAR has assessed the Proposed Scheme against the provisions of national and EU Directives on air and noise pollution.</p> <p>Refer to Chapter 7 (Air Quality) and Chapter 9 (Noise & Vibration) in Volume 2 of the EIAR for further details.</p>
11.4.1.2	Heritage and Conservation	Policy Objective HER8	<i>It is a Policy Objective to:</i> <i>i. Protect structures included on the RPS from any works that would negatively impact</i>	The proposed land take on the east side of the Dublin Road at Castle Farm will directly impact on an old granite and limestone rubble boundary wall, necessitating its partial removal. No mitigation is proposed so the predicted residual impact is Direct Negative, Moderate and Permanent. The proposed land take on the east side of the Dublin Road to the south of the Wilford Roundabout will result in the relocation of Woodbrook Side

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
			<p><i>their special character and appearance.</i></p> <p><i>ii. Ensure that any development proposals to Protected Structures, their curtilage and setting shall have regard to the 'Architectural Heritage Protection Guidelines for Planning Authorities' published by the Department of the Arts, Heritage and the Gaeltacht.</i></p> <p><i>iii. Ensure that all works are carried out under supervision of a qualified professional with specialised conservation expertise.</i></p> <p><i>iv. Ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout, and materials.</i></p> <p><i>v. Ensure that the form and structural integrity of the Protected Structure is retained in any redevelopment and that the relationship between the Protected Structure and any complex of adjoining buildings, designed landscape features, or views and vistas from within the grounds of the structure are respected.</i></p> <p><i>vi. Respect the special interest of the interior, including its plan form, hierarchy of spaces, architectural detail, fixtures and fittings and materials.</i></p> <p><i>vii. Ensure that new and adapted uses are compatible with the character and special interest of the Protected Structure.</i></p> <p><i>viii. Protect the curtilage of protected structures and to refuse planning permission for inappropriate development within the curtilage and attendant grounds that would adversely impact on the special character of the Protected Structure.</i></p>	<p>Lodge and the associated boundary wall, dressed granite pedestrian gateway and entrance gates to Woodbrook House. The pre-mitigation Construction Phase impact will be Direct Negative, Significant and Long-term. The reconstruction of the lodge will restore the lodge and associated boundary features, maintaining its relationship with Woodbrook House and demesne but the lodge will be a replica and the original relationship with the demesne landscape of Woodbrook House will be altered. The predicted residual impact is Direct Negative, Moderate and Temporary.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
			<p><i>ix. Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features.</i></p> <p><i>x. Ensure historic landscapes and gardens associated with Protected Structures are protected from inappropriate development (consistent with NPO 17 of the NPF and RPO 9.30 of the RSES).</i></p>	
11.4.2.1	Heritage and Conservation	Policy Objective HER13	<p><i>It is a Policy Objective to:</i></p> <p><i>i. Protect the character and special interest of an area which has been designated as an Architectural Conservation Area (ACA). Please refer to Appendix 4 for a full list of ACAs.</i></p> <p><i>ii. Ensure that all development proposals within an ACA be appropriate to the character of the area having regard to the Character Appraisals for each area.</i></p> <p><i>iii. Ensure that any new development or alteration of a building within an ACA or immediately adjoining an ACA is appropriate in terms of the proposed design, including scale, height, mass, density, building lines and materials.</i></p> <p><i>iv. Seek a high quality, sensitive design for any new development(s) that are complementary and/or sympathetic to their context and scale whilst simultaneously encouraging contemporary design which is in harmony with the area. Direction can also be taken from using traditional forms that are then expressed in a contemporary manner rather than a replica of a historic building style.</i></p> <p><i>v. Ensure street furniture is kept to a minimum, is of good design and any redundant street furniture removed.</i></p>	<p>The Proposed Scheme will not impact on any ACAs within the area following the adoption of mitigation measures.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
			<i>vi. Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture.</i>	
11.4.2.2	Heritage and Conservation	Policy Objective HER14	<i>It is a Policy Objective to prohibit the demolition of a structure(s) that positively contributes to the character of the ACA.</i>	<p>The Proposed Scheme aligns with the objective as no structure within an ACA is to be demolished as part of the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.4.2.4	Heritage and Conservation	Policy Objective HER16	<p><i>It is a Policy Objective to:</i></p> <p><i>i. Retain or sensitively reintegrate any surviving items of historic street furniture and finishes such as granite kerbing and paving that contribute to the character of an ACA.</i></p> <p><i>ii. Ensure that works to the public realm – such as the provision of traffic control measures, street furniture, materials and finishes - have regard to the distinctive character of the area.</i></p> <p><i>iii. Encourage the undergrounding of overhead services and the removal of redundant wiring/cables within an ACA.</i></p>	<p>The Proposed Scheme aligns with the objective as works to the existing kerbs and road surfaces will include areas of historic granite kerbing and pavement. The Proposed Scheme will reuse existing kerbs where possible.</p> <p>The proposed improvements to the public realm will generally have a positive effect on the condition and character of the streetscapes, and on the historic environment along the Proposed Scheme.</p> <p>Where possible, features of heritage significance will be retained in situ. Mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase (where retention in situ is not possible), includes the following:</p> <ul style="list-style-type: none"> • Recording of feature and setting; • Safe removal and secure storage; and • Reinstatement in original / new location as relevant. <p>There will still be a risk of damage to architectural heritage structures, buildings, boundary walls, and street furniture from vibration from Heavy Goods Vehicle (HGV) movement associated with construction activities and collisions during the Construction and Operational Phases. Mitigation measures have been proposed within the EIAR regarding the protection of heritage assets.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.4.3.4	Heritage and Conservation	Policy Objective HER22	<p><i>It is a Policy Objective to:</i></p> <p><i>i. Preserve the retention of historic items of street furniture where these contribute to the character of the area, including items of a vernacular or local significance.</i></p> <p><i>ii. Promote high standards for design, materials and workmanship in public realm improvements within areas of historic character.</i></p>	<p>The Proposed Scheme aligns with the objective as there will be items of street furniture and other historic items which will be affected by the Proposed Scheme. Where possible, features of heritage significance will be retained in situ. Mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase (where retention in situ is not possible), includes the following:</p> <ul style="list-style-type: none"> • Recording of feature and setting; • Safe removal and secure storage; and • Reinstatement in original / new location as relevant. <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

2.2 Zoning Objectives

Table 2.2: DLRCoCo Zoning Objectives (DLRCoCo 2022)

Zone	Objective	Summary Descriptive Text
A	<i>To provide residential development and improve residential amenity while protecting the existing residential amenities</i>	<p>Permitted In Principle Assisted Living Accommodation, Community Facility a , Childcare Service a , Doctor/Dentist etc. a , Education , Health Centre/ Healthcare Facility a , Open Space, Public Services, Residential, Residential Institution, Travellers Accommodation.</p> <p>Open For Consideration Allotments, Aparthotel, Bring Banks/Bring Centres, Carpark , Caravan/Camping Park-Holiday, Caravan Park-Residential, Cemetery, Cultural Use, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Home Based Economic Activities, Hotel/Motel, Household Fuel Depot, Industry-Light, Part Off-License, Office Based Industry , Offices less than 200sq.m.c , Offices in excess of 200 sq.m , Service Station, Place of Public Worship, Public House, Residential – Build to Rent, Restaurant, Service Garage, Shop Neighbourhood, Student Accommodation, Sports Facility, Tea Room/Café, Veterinary Surgery.</p>
A1	<i>'To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans'</i>	<p>Permitted In Principle Assisted Living Accommodation, Carpark, Caravan Park-Residential, Community Facility, Craft Centre/ Craft Shop, Childcare Service, Cultural Use, Doctor/ Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Industry-Light, Off-License, Offices less than 600sq.m, Open Space, Service Station, Place of Public Worship, Public House, Public Services, Residential, Residential Institution, Restaurant, Service Garage, Shop-Specialist, Shop Neighborhood, Shop District, Sports Facility, Tea Room/Café, Travellers Accommodation, Veterinary Surgery.</p> <p>Open For Consideration Allotments, Advertisement and Advertising Structures, Agricultural Buildings, Aparthotel, Betting Office, Caravan/Camping Park-Holiday, Cash and Carry/Wholesale Outlet, Cemetery, Heavy Vehicle Park, Home Based Economic Activities, Hospital, Hotel/ Motel, Household Fuel Depot, Industry-General, Motor Sales Outlet, Nightclub, Office Based Industry, Offices, Refuse Transfer Station, Residential – Build to Rent, Rural Industry Cottage, Rural Industry-Food, Science and Technology Based Industry, Shop-Major Convenience, Student Accommodation</p>
E	<i>'To provide for economic development and employment'</i>	<p>Permitted In Principle Advertisements and Advertising Structures, Carpark, Cash and Carry/Wholesale Outlet, Craft Centre/Craft Shop, Childcare Service, Enterprise Centre, Heavy Vehicle Park, Hospital, Household Fuel Depot, Industry General, Industry-Light, Industry-Special, Motor Sales Outlet, Office Based Industry, Offices, Open Space, Public Services, Refuse Transfer Station, Rural Industry- Food, Science and Technology Based Industry, Scrap Yard, Service Garage, Tea Room/Café, Transport Depot, Travellers Accommodation, Warehousing. Open For Consideration Abattoir, Aparthotel, Assisted Living Accommodation, Boarding Kennels, Community Facility, Cultural Use, Doctor/ Dentist etc., Education, Funeral Home, Garden Centre/Plant Nursery, Health Centre / Healthcare Facility, Home Based Economic Activities, Hotel/ Motel, Industry-Extractive, Leisure Facility , Nightclub, OffLicense, Place of Public Worship, Public House, Refuse Landfill/Tip, Residential , Retail Warehouse, Restaurant, Rural Industry-Cottage, Rural Industry-Cottage, Service Station, Shop Specialist, Shop-Neighbourhood, Shop District, Sports Facility, Veterinary Surgery</p>
NC	<i>'To protect, provide for and/or improve mixed-use neighbourhood centre facilities'</i>	<p>Permitted In Principle Advertisements and Advertising Structures, Assisted Living Accommodation, Betting Office, Carpark, Community Facility, Craft Centre/Craft Shop, Childcare Service, Civic Use Cultural Use, Doctor/ Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Offices less than 300 sq.m., Open Space, Public House, Public Services, Residential, Residential Institution, Restaurant, Service Garage, Shop-Neighbourhood, Sports Facility, Tea Room/ Café, Veterinary Surgery. Open For Consideration Aparthotel, Cash and Carry/Wholesale Outlet, Home Based Economic Activities, Hotel/Motel, Household Fuel Depot, Motor Sales Outlet, Nightclub, Off-License, Office Based Industry, Offices over 300 sq.m, Place of Public Worship, Residential – Build to Rent , Service Station, Shop-Specialist, Shop District, Student Accommodation , Travellers Accommodation.</p>

Zone	Objective	Summary Descriptive Text
DC	<i>'To protect, provide for and/or improve mixed-use district centre facilities'</i>	<i>Permitted In Principle Advertisements and Advertising Structures, Aparthotel, Assisted Living Accommodation, Betting Office, Carpark, Craft Centre/Craft Shop, Childcare Service, Civic Use, Community Facility, Cultural Use, Doctor/Dentist etc., Education, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Home Based Economic Activities, Hospital, Hotel/Motel, Household Fuel Depot, Industry-Light, Leisure Facility, Nightclub, Off-License, Office Based Industry, Offices less than 1000sq.m., Open Space, Public House, Place of Public Worship, Public Services, Residential, Residential – Build to Rent, Residential Institution, Restaurant, Service Garage, Shop-Major Convenience, Shop-Specialist, Shop Neighborhood, Shop-District, Sports Facility, Student Accommodation, Tea Room/Café, Veterinary Surgery. Open For Consideration Cash and Carry/Wholesale Outlet, Industry-General, Motor Sales Outlet, Offices over 1,000 sq.m., Refuse Transfer Station, Shop-Major Comparison, Science and Technology Based Industry, Service Station, Transport Depot, Travellers Accommodation, Warehousing.</i>
F	<i>'To preserve and provide for open space with ancillary active recreational amenities'</i>	<i>Permitted In Principle Community Facility , Cultural Use , Open Spaces , Sports Facility , Travelers Accommodation . Open For Consideration Allotments, Car park , Cemetery, Craft Centre/Craft Shop , Childcare Service , Crematorium , Education , Garden Centre/Plant Nursery , Golf Facility , Guest House , Place of Public Worship , Public Services, Tea Room/Café</i>
TLI	<i>'To facilitate, support and enhance the development of third level education institutions'</i>	<i>Permitted In Principle Community Facility, Childcare Service, Cultural Use, Doctor/Dentist etc., Education, Enterprise Centre, Health Centre / Healthcare Facility, Office less than 1000 sq.m., Open Space, Public House, Public Services, Restaurant, Science and Technology Based Industry, Shop Neighbourhood, Sports Facility, Student Accommodation. Open For Consideration Carpark, Conference Facilities, Hotel/Motel, Refuse Transfer Station, Transport Depot, Travellers Accommodation, Offices, Shop District.</i>
GB	<i>'To protect and enhance the open nature of lands between urban areas'</i>	<i>Permitted In Principle Cemetery, Open Space, Place of Public Worship, Travellers Accommodation, Education. Open For Consideration Allotments, Agricultural Buildings, Boarding Kennels, Car park , Caravan/Camping Park-Holiday, Cultural Use , Doctor/Dentist , Garden Centre/Plant Nursery, Guest House , Home Based Economic Activities , Hospital, Hotel/Motel, Public Services, Residential, Restaurant , Rural Industry-Cottage, Rural Industry-Food, Shop Neighborhood, Sports Facility, Tea Room , Utility Scale Photovoltaic (Solar farm), Veterinary Surgery .</i>
MTC	<i>'To protect, provide for and/or improve major town centre facilities'</i>	<i>Permitted In Principle Advertisements and Advertising Structures, Aparthotel, Assisted Living Accommodation, Betting Office, Carpark, Cash and Carry/Wholesale Outlet, Craft Centre/Craft Shop, Childcare Service, Civic Use, Community Facility, Cultural Use, Doctor/Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre/ Healthcare Facility, Home Based Economic Activities, Hospital, Hotel/Motel, Industry-Light, Leisure Facility, Nightclub, Off-License, Office Based Industry, Offices, Open Space, Place of Public Worship, Public House, Public Services, Residential, Residential – Build to Rent, Residential Institution, Restaurant, Service Garage, Shop-Specialist, Shop-Neighbourhood, Shop-District, Shop-Major Convenience, Shop-Major Comparison, Student Accommodation, Sports Facility, Tea Room/Café, Veterinary Surgery. Open For Consideration Heavy Vehicle Park, Household Fuel Depot, Industry- General, Motor Sales Outlet, Refuse Transfer Station, Retail Warehouse, Science and Technology Based Industry, Service Station, Transport Depot, Travellers Accommodation, Warehousing.</i>
SNI	<i>'To protect, improve and encourage the provision of sustainable neighbourhood infrastructure'</i>	<i>Permitted In Principle Assisted Living Accommodation, Car Parka , Community Facility, Childcare Service, Cultural Use, Doctor/Dentist etc., Education, Health Centre/ Healthcare Facility, Hospital, Open Space, Place of Public Worship, Sports Facility, Public Services, Transitional / Step-Down Medical / Rehabilitation Services, Veterinary Surgery. Open For Consideration Allotments, Caravan/Camping Park-Holiday, Cemetery, Civic Facility, Conference Facilities Craft Centre/Craft Shop , Incubator Unit , Office , Office-Based Industry , Leisure Facility, Shop Neighborhood , Residential, Residential Institution, Tea Room/Café , Travellers Accommodation.</i>

3. Wicklow County Council

3.1 Wicklow County Council Policies and Objectives

Table 3.1: WCC Development Plan (2022-2028) Policies and Objectives

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
2.3	Vision and Goals	Vision	<i>For County Wicklow to be a cohesive community of people enjoying distinct but interrelated urban and rural environments, where natural surroundings and important resources are protected; where opportunities abound to live and work in a safe atmosphere, allowing people to enjoy the benefits of well paid jobs, a variety of housing choices, excellent public services, ample cultural and leisure opportunities, and a healthy environment.</i>	<p>The Proposed Scheme aligns with the objective as it is within an urban area, however, as set out previously, it will promote density within Wicklow leading to a more compact urban form and therefore reduce the pressure on rural areas.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Wicklow and Dublin's employment and educational centres by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
2.3	Vision and Goals	Goal 1	<p><i>Consistency</i></p> <p><i>To be consistent, as far as practicable with higher order national and regional development objectives as set out in the National Spatial Strategy 2002- 2020, the Regional Planning Guidelines for the Greater Dublin Area 20210-2022, the NTA GDA Draft Transport Strategy 2011-2030 and national rural housing policy and manage the spatial organisation of the county in an efficient and sustainable manner.</i></p>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 1 (Introduction & Environmental Impact Assessment Process) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
2.3	Vision and Goals	Goal 3	<p><i>Transport</i></p> <p><i>To integrate land use planning with transportation planning, with the aims of reducing the distance that people need to travel to work, shops, schools and places of recreation and social interaction, facilitating the sustainable transportation of goods and the delivery of improved public transport</i></p>	<p>The Proposed Scheme will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
2.3	Vision and Goals	Goal 5	<i>Vibrant Settlements</i> <i>To maintain and enhance the viability and vibrancy of the settlements, to ensure that towns and villages remain at the heart of the community and provide a wide range of retail, employment, social recreational and infrastructural facilities.</i>	The Proposed Scheme will provide the infrastructure necessary to enhance the viability and vibrancy of Bray through improved connectivity between Bray and the nearby settlements to the north, giving better access to the town and its amenities. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
2.3	Vision and Goals	Goal 7	<i>Infrastructure</i> <i>To protect and improve the County's transport, water, waste, energy and communications and maritime infrastructure, whilst having regard to our responsibilities to respect areas protected for their important flora, fauna and other natural features.</i>	The Proposed Scheme will provide improved bus infrastructure, as well as providing enhanced provision for pedestrians and cyclists, enhancing the public transport offering in north Wicklow. The Proposed Scheme has been subject to an EIAR and Appropriate Assessment which concluded that there would be no significant residual impacts on ecologically protected areas. Refer to Chapter 6 (Traffic & Transport), Chapter 12 (Biodiversity) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR and the NIS for further details.
2.3	Vision and Goals	Goal 9	<i>Heritage</i> <i>To protect and enhance the diversity of the County's natural and built heritage, including the protection of the integrity of the Natura 2000 Network, the protection of ecological corridors under Article 10 of the Habitats Directive and the protection of protected species</i>	The Proposed Scheme ensures that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. The Proposed Scheme has been subject to an EIAR and Appropriate Assessment which concluded that there would be no significant residual impacts on ecologically protected areas. Refer to Chapter 4 (Proposed Scheme Description), Chapter 12 (Biodiversity), Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR and the Natura Impact Statement for further details.
2.3	Vision and Goals	Goal 10	<i>Climate Change</i> <i>To Address the climate change challenge, as a plan dynamic, throughout the county plan, directly in the areas of flooding and renewable energy, and indirectly by integrating climate change and sustainable development into statements of plan policy, strategies and objectives</i>	The Proposed Scheme aligns with the objective as it comprises of transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) in Volume 2 of the EIAR for further details.

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
2.3	Vision and Goals	Goal 11	<p><i>Quality Design</i></p> <p><i>To promote high quality design so that new developments complement their surroundings, are well connected to neighbourhoods, are function and pleasant to experience, are accessible, attractive, secure and contribute to a 'sense of place'.</i></p>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. It ensures that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR for further details.</p>
6.2.6	Strategy for the County's Centres	'Bray'	<p><i>It is the vision that Bray will become a major destination for shopping and in particular for medium and higher quality comparison goods. Shoppers within the town shall have access to a range of quality leisure and cultural activities provided within the core retail area. This centre should provide a full range of all types of retail services from newsagents to specialist shops and boutiques, department stores, food stores of all types, shopping centres and a high level of mixed uses including the arts and culture, to create a vibrant, living place. The centre should be well connected and served by high quality public transport.</i></p>	<p>The Proposed Scheme will bring enhanced access options to Bray by providing the infrastructure necessary to deliver improved bus speeds, reliability and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.4	The Role of Land Use Planning in Economic Development	EMP5	<p><i>To promote the development of employment generating uses at locations which comply with sustainable transportation objectives, i.e.</i></p> <ul style="list-style-type: none"> • <i>promoting the development of 'product' intensive industries (typically manufacturing and logistics-based uses) at locations that are accessible to strategic roads infrastructure;</i> • <i>promoting the development of 'people' intensive industries (typically office, services and start-up entrepreneur-based uses) at locations that are accessible by public transport networks and substantial residential areas, served by cycle networks and walking routes;</i> • <i>promoting the intensification of existing employment land uses that are in proximity to good public transport facilities; and</i> • <i>where appropriate, promoting the integration of employment uses with other land uses, including residential, tourism and retail uses, in an effort to provide mixed use developments, which can reduce the need to travel.</i> 	<p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres By improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
6.3	Objectives for Centres and Retail	RT3	<i>To facilitate measures to improve the accessibility of centres by developing a pedestrian and cyclist friendly environment, which improves safety and limits traffic congestion where possible. It is the objective of the Council to promote accessibility to public transport. Development with a high potential for public transport utilisation by employees and visitors should be sited with ease of access to public transport facilities.</i>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. It will provide the provision and enhancement of cycling facilities along the Proposed Scheme. It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages. <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.1.2	Public Transport	TR1	<i>To cooperate with NTA and other relevant transport planning bodies in the delivery of a high quality, integrated transport system in the Greater Dublin Area.</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.1.2	Public Transport	TR2	<p><i>To promote the development of transport interchanges and 'nodes' where a number of transport types can interchange with ease. In particular:</i></p> <ul style="list-style-type: none"> • <i>to facilitate the development of park and ride facilities at appropriate locations along strategic transport corridors which will be identified through the carrying out of required coordinated, plan-led transport studies and consultation with the appropriate transport agencies;</i> • <i>to enhance existing parking facilities at and/or the improvement of bus links to the train stations in Bray, Greystones, Wicklow and Arklow;</i> • <i>to promote the linkage of the LUAS extension or other mass transit to Bray town centre, Bray train station and Fassaroe;</i> • <i>to encourage the improvement of bicycle parking facilities at all transport interchanges;</i> • <i>to improve existing and provide new footpath / footway linkages to existing / future transport interchange locations; and to allow for the construction of bus shelters, particularly where they incorporate disabled access and bicycle parking facilities.</i> 	<p>The Proposed Scheme aligns with the objective as one of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
9.1.2	Public Transport	TR6	<i>To improve the capacity of the N11 / M11 from Rathnew to the County boundary at Bray in a manner capable of facilitating greater free flow of public transport.</i>	<p>The Proposed Scheme will partially run along the N11 from Bray to Sycamore Crescent. It aligns with the objective as it provides infrastructure to support the delivery of sustainable transport that will benefit the entire community in terms of greater accessibility, capacity and speed of service improvements.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.1.2	Public Transport	TR7	<p><i>To promote the delivery of improved and new bus services both in and out of the County but also within the County by:</i></p> <ul style="list-style-type: none"> <i>facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities (although unnecessary duplication of bus stops on the same routes / roads will not be permitted);</i> <i>requiring the developers of large-scale new employment and residential developments in the designated metropolitan and large growth towns in the County that are distant (more than 2km) from train / LUAS stations to fund / provide feeder bus services for an initial period of at least 3 years;</i> <i>promoting the growth of designated settlements to a critical mass to make bus services viable and more likely to continue;</i> <i>to work with Bus Eireann and the NTA to improve services in south and west Wicklow.</i> 	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>It has been designed to include: More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
9.1.3	Cycling and Walking	TR9	<i>To improve existing or provide new foot and cycleways on existing public roads, as funding allows</i>	<p>The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme facilitates two-way cycle tracks and footways which are to be provided to enhance permeability and accessibility. Protected Cycle parking where practicable, will be provided at island bus stops and key additional locations throughout the Proposed Scheme. Protected junctions provide physical kerb build-outs to protect cyclists through the junction for example at a number of junctions along the N11 Stillorgan Road.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.1.3	Cycling and Walking	TR10	<i>To require all new regional and local roads to include foot and cycleways, except in cases where shared road space is provided.</i>	<p>The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme will facilitate the delivery of Primary Route 12/12A and part of B1 from the GDA Cycle Network Plan, as well as SO1/N10, SO3 SO4 and SO5 which connect to the Proposed Scheme. The Proposed Scheme will also facilitate the delivery of secondary routes SO2, SO4, SO6 , 13C and B1a which connect to the Proposed Scheme. Furthermore, the Proposed Scheme intersects with the Grand Canal Cycleway, the Dodder Greenway, the Shanganagh to Sandyford Greenway and the River Dargle Greenway.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
9.1.4	Public Roads	TR14	<i>To improve public roads in the County as necessary, including associated bridges and other ancillary structures, as funding allows, having due regard to both the transportation needs of the County and the protection of natural habitats.</i>	<p>The Proposed Scheme aligns with the objective as it improves the public roads along its route through provision of dedicated bus lanes, segregated cycle lanes and improved pedestrian infrastructure. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.1.4	Public Roads	TR24	<i>To continue to improve regional roads to the appropriate standards consistent with predicted traffic flow and in accordance with Government policy and the Roads Programme adopted by the Council. New and existing road space will be allocated to provide for bus, cycle and pedestrian facilities.</i>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.1.4	Public Roads	TR30	<i>To require all new or improved urban local roads to make provision for public lighting, foot and cycleways and bus stop facilities, where deemed appropriate by the Local Authority.</i>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. Public lighting and bus stop facilities are also included as part of the Proposed Scheme.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.2.4	Storm and Surface Water Infrastructure	WI12	<i>Ensure the implementation of Sustainable Urban Drainage Systems (SUDS) and in particular, to ensure that all surface water generated in a new development is disposed of on-site or is attenuated and treated prior to discharge to an approved surface water system.</i>	<p>The Proposed Scheme aligns with the objective as SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS were design designed to provide sufficient storage to ensure no increase in existing runoff rates. Design principles include exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible.</p> <p>Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
9.2.5	Flooding	FL8	<i>To require all new developments to include proposals to deal with rain and surface water collected on site and where deemed necessary, to integrate attenuation and SUDS measures.</i>	<p>The Proposed Scheme aligns with the objective as SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS were design designed to provide sufficient storage to ensure no increase in existing runoff rates. Design principles include exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials, where possible.</p> <p>Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.5.2	Climate Change	CCE5	<i>To have regard to climate change mitigation and adaptation in assessing all large scale development including all critical transport and energy infrastructural developments.</i>	<p>The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.5.3	Energy	CCE22	<i>Through coordinated land-use and transport planning, to reduce the demand for vehicular travel and journey lengths.</i>	<p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>The Proposed Scheme will enhance the capacity of sustainable transport as well as the efficiency of the regions road network and as a consequence can help to achieve greater land use densities that will promote compact sustainable growth.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-heading	Bullet point no. / Objective no.	Paragraph / Policy / Objective	Scheme Response
9.5.3	Energy	CCE23	<i>Through sustainable planning and investment in transport infrastructure, including roads and public transport systems, to reduce journey; times, length, congestion and to increase the attractiveness of public transport.</i>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. It will reduce bus journey times along the route.</p> <p>It will enhance pedestrian and cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.</p> <p>The improvements to sustainable modes provision as a result of the Proposed Scheme will facilitate a reduction in congestion, reduced greenhouse gas (GHG) emissions and associated air quality improvements along the Proposed Scheme, resulting in enhanced community wellbeing.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.5.3	Energy	CCE24	<i>To facilitate the development of services and utilities for alternative vehicles types.</i>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes.</p> <p>The Proposed Scheme will an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

3.2 Zoning Objectives

Table 3.2: WCC Zoning Objectives (WCC 2022)

Zone	Objective	Summary Descriptive Text
NC Neighbourhood Centre	To protect, provide for, and improve a mix of neighbourhood centre services and facilities, which provide for the day-to-day needs of the local community	To provide for small scale mixed use commercial / community / retail developments that serve only an immediate catchment or planned new areas of significant residential expansion. Locations: Boghall Road / Ballywaltrim, Vevay, Dargle Road, Dublin Road / Little Bray, Albert Road & walk, Southern Cross Road, Fassaroe.
R-HD New Residential	To protect, provide and improve residential amenities in a high density format.	To facilitate for the provision of high quality, high density new residential developments with excellent layout and design, well linked to the town centre and community facilities. To provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.
RE Existing Residential	To protect, provide and improve residential amenities of existing residential areas	To provide for house improvements, alterations and extensions and appropriate infill residential development in accordance with principles of good design and protection of existing residential amenity. In existing residential areas, the areas of open space permitted, designated or dedicated solely to the use of the residents will normally be zoned 'RE' as they form an intrinsic part of the overall residential development; however new housing or other non-community related uses will not normally be permitted.
TC Town Centre	To provide for the development and improvement of appropriate town centre uses including retail, commercial, office and civic use, and to provide for 'Living Over the Shop' residential accommodation, or other ancillary residential accommodation.	To develop and consolidate the existing town centres to improve vibrancy and vitality with the 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 town centre conservation, ensure priority for public transport where applicable, pedestrians and cyclists while minimising the impact of private car based traffic and enhance and develop the existing centres' fabric.

4. References

Bray Municipal District Local Area Plan (2018-2024)

Dublin City Development Plan 2022 – 2028 (2022a)

Dún Laoghaire-Rathdown County Council Development Plan 2022-2028 (2022)

Wicklow County Council Local Development Plan 2022-2028 (2022)

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

Planning Report Appendix 2

Planning History

Contents

Sub Appendix 2: Planning History	1
1. Introduction	1
1.1 Planning Applications of Note	1
2. Planning History	3
3. References	45

Sub Appendix 2: Planning History

1. Introduction

The following section provides an overview of planning applications for the period 2011- May 2023 within the red line boundary of the Proposed Scheme. The information was gathered using the Dublin City Council, Dún Laoghaire-Rathdown County Council and Wicklow County Council online planning history search tools and whilst they do provide a good indication of the recent planning history within the red line boundary of the Proposed Scheme it cannot be guaranteed that every application has been captured as part of this process.

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

The types of developments that have been identified as part of this process are typically minor in nature and include house / office extensions and changes of use.

1.1 Planning Applications of Note

Along the Proposed Scheme there are nineteen applications of note that are located adjacent.

Wicklow County Council (WCC)

- An Application for the Extension of Duration for Mixed-Use development including 603 residential units at the Former Bray Golf lands & Industrial Yarns Land, Bray, Co. Wicklow (WCC planning reference 20672). Granted in 2020;
- A Strategic Housing Development for change of use of lands from a golf course to residential and other uses consisting of 591 residential units at the Former Bray Golf Club Lands, Off Ravenswell Road and Dublin Road, Bray (WCC planning reference SH202103). Granted in 2021;
- An Application for 49 apartment building at the Former Everest Centre, Castle Street, Bray, Co. Wicklow. (WCC Planning reference 221054) Decision appealed to ABP (ABP reference number 315393) Appeal is still to be decided.

Dun Laoghaire Rathdown County Council (DLRCC)

- An application for Mixed-Use development including of 400 residential units at Lands at Beechpark, Stillorgan Road (N11) and 1 And 3, Farmleigh Avenue, Stillorgan, Co. Dublin (DLRCC planning reference D03A/1130 and ABP planning reference PL06D.206215). Granted in 2004 however ongoing amendment applications associated with development until 2020;
- An application for 348 residential units at The Northeastern Portion Of, The Bray Golf Club Lands, (zoned 'A' Under The Dun Laoghaire-Rathdown County Development Plan) And Part Of, The Industrial Yarns Site, All At Bray, Co. Dublin. (DLRCC planning reference D07A/1495 and ABP planning reference PL06D.230215). Granted in 2008 however ongoing amendment applications associated with development until 2020;
- An application for 164 residential units at Beech Park, Cabinteely, Dublin 18 / Loughlinstown, Co Dublin and its connection with the N11. (DLRCC planning reference D15A/0385 and ABP planning reference ABP30019417). Granted in 2018. Associated amendment applications for this planning application include: DZ19A/0622, DZ19A/0768, DZ20A/0056, DZ20A/0073;
- An application as part of the Cherrywood Planning Scheme for the construction of a new signalised junction, pedestrian and cyclist crossing points, bus stops and landscaping including the construction of 34 residential units at Beech Park, Bray Road, Cabinteely, Dublin 18/Loughlinstown, Co Dublin (DLRCC planning reference DZ16A/0587) Granted in 2016;
- An application for the construction of new Signalised Junction, pedestrian and cyclist crossing points, bus stops, Landscaping at N11, Cabinteely, Dublin 18 (DLRCC planning reference PC/IC/02/16).

- An application for a change of use from a B&B to Student Accommodation incorporating 14 Bedrooms at a site of C.0.06 ha (formerly known as The Priory Townhouse B&B), 409 Stillorgan Road, Stillorgan, Co Dublin (DLRCC planning reference D17A/1088) Granted in 2018;
- An application for Student Accommodation incorporating 21 Bedrooms at a site of C.0.06 ha (formerly known as The Priory Townhouse B&B), 409 Stillorgan Road, Stillorgan, Co Dublin (DLRCC planning reference D18A/0348) Granted in 2018;
- An application for Student Accommodation incorporating 27 Bedrooms at a site of C.0.06 ha (formerly known as The Priory Townhouse B&B), 409 Stillorgan Road, Stillorgan, Co Dublin (DLRCC planning reference DA18/0995) Granted in 2018;
- A Strategic Housing Development application for 179 no. student accommodation units and 103 no. residential apartment units at the former the Blakes and Esmonde Motors sites, Lower Kilmacud Road, the Stillorgan Road (N11), and The Hill, Stillorgan, Co. Dublin (DLRCC and An Bord Pleanála (ABP) planning reference ABP30052017). Granted in 2019;
- An application for 142 apartments at Roselawn and Aberdour, Stillorgan Road, Foxrock, Dublin 18 (DLRCC and ABP planning reference ABP30406819). Granted in 2019;
- A Strategic Housing Development application for a Mixed-Use development including 287 residential units at The Grange, The Lodge, Oaktree Business Centre, No.2 and 3 The Grange Cottages, Brewery Road/Stillorgan Road, Stillorgan, Blackrock, Co. Dublin (DLRCC and ABP planning reference ABP30534519). Granted in 2019;
- An application for 342 residential units at a site generally bounded by Lehaunstown Lane to the west, Carrickmines Stream (partly) to the south and, Cabinteely Stream (partly) to the east and is located within the townland of, Brennanstown, Dublin 18 (DLRCC planning reference DZ19A/0863). Granted in 2019;
- A Strategic Housing Development application for a Mixed-Use development including 685 residential units in the Townland of Corke Little, Woodbrook, Shankill, Co. Dublin (DLRCC and ABP planning reference ABP30584419). Granted in 2019;
- A Strategic Housing Development application for 468 residential units at Cornelscourt Village, Old Bray Road, Cornelscourt, Dublin 18, Co. Dublin (DLRCC and ABP planning reference ABP30622519). Granted in 2019; and
- A Strategic Housing Development application for 597 residential units in the townlands of Shanganagh, Cork Little and Shankill, Co. Dublin. (ABP Planning reference 306583). Granted in 2020.

Dublin City Council (DCC)

- An application for a mixed-use development including 100 residential units at Donnybrook Road (former Kiely's Public House), Donnybrook, Dublin 4 (DCC planning reference 3301/20). Granted in 2020.

Separate to the planning history set out below, Volume 2 of the EIAR Chapter 21 (Cumulative Impacts & Environmental Interactions) has assessed all planning applications for the period 2011- May 2023 within 500m of the Proposed Scheme.

2. Planning History

Table 2.1: Extant Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
Wicklow County Council					
15813	Amalgamation of retail units 14 & 15 (153.2sqm) on ground floor including the demolition of the mezzanine (41.9sqm) in unit 15. Creation of new entrance at ground floor to unit 19 (29.1sqm) with change of use from retail to medical. Also, the change of use of unit 19 (303.1sqm) on first floor from restaurant to medical. Demolition of rear stair and change of use to bin store at ground floor.	07/08/2015	29/09/2015	N/A	Grant Permission
15535	A development on a site of c. 0.149 hectares, lying with the St. John of God Complex, Ravenswell, Dublin Road, Bray, Co. Wicklow. The development will consist of a) a single carriageway vehicular road (c. 59m in length) to serve the 'lower' lands at the St. John of God Complex. This road will be accessed off the proposed northern access road at the Bray Golf Club lands (the alignment of which immediately adjoins the application site to the east) as applied for to Bray Town Council under Reg. Ref. 07/194 and to Dun Laoghaire-Rathdown County Council under Reg. Ref. D074/1495. B) Associated site development works.	26/05/2015	17/07/2015	N/A	Grant Extension of Duration
15190	Consisting of a 450 pupil two storey post primary school with gross floor area (GFA) of c. 5507sqm to include PE Hall, play courts, playing pitch, external store and car-parking for 48 no. cars including 3 no. disabled spaces and a 24 classroom, two storey, part three storey, Primary School with a gross floor area of .4914sqm to include a GP Hall, play courts and car-parking for 44 no. cars including 3 no. disabled spaces, bus set down zones and car set down zones for both schools with a new vehicular access road off Dublin Road including dedicated pedestrian and cycling routes and a new pedestrian and cycle route off the Dublin Road with ancillary engineering services and all associated landscaping and site development works and the demolition of an outbuilding at the Industrial Yarns Complex and of part of the extension to No. 70 Corke Abbey and the provision of a new access road to the St. John of Gods site off the proposed new internal road (for which a separate concurrent planning application is being made by the Board of Management of St. Philomena's Primary School & Colaiste Raithin Post Primary School on behalf of the Department of Education & Skills to Dun Laoghaire Rathdown County Council.	26/02/2015	30/07/2015	N/A	Grant Permission
16867	Demolish existing single storage shed and construct a single storey apartment development consisting of 4 no one bedroom apartment dwellings including partial site excavation together with the provision of bin and bike store areas, landscaping, services and ancillary works.	04/08/2016	16/09/2016	N/A	Grant Permission
161188	Change of use from retail unit to preparation of fresh hot and cold foods for consumption off the premises and home delivery with new signage to front of building.	26/10/2016	20/12/2016		Grant Permission
1737	Revisions to and extension of the existing internal road to provide connection to an associated road proposal on the adjoining Industrial Yarns Complex (subject to a concurrent application with Dun Laoghaire Rathdown Co Co), removal of existing vehicular access from the Dublin Road. All associated site development works, engineering works, landscaping and boundary treatment works.	17/01/2017	13/03/2017	N/A	Grant Permission
191009	Works to part two storey, part single storey house, comprising (a) building up part of gable wall (facing east towards rear of No 1 Roseville Terrace) and raising part of roof to create additional first floor accommodation and (b) single storey conservatory extension at northwest corner.	12/09/2019	20/06/2020	N/A	Grant Permission for Retention

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
20403	Demolition of 50m ² , single storey structure to Northeast of the site. Change of use of existing first floor from retail / commercial use to residential / apartment use, comprising of 10 new apartment units. Change of use of existing second floor from retail / commercial use to residential / apartment use, comprising of 10 new apartment units. Change of use of existing third floor from retail / commercial use to residential / apartment use, comprising of 8 new apartment units. Construction of 2 new extra floors above existing building, comprising of 7 new apartments per floor totalling 14 apartments. Construction of new 6 storey building as an extension to existing building to the Northeast corner of the site, comprising of 2 new apartments per floor totalling 12 apartments with new pedestrian entrance to rear of building. Reconfiguration of existing internal and external car parking areas to cater for existing and proposed development. Alterations to existing services to provide connections to proposed apartment units; all together with associated site works, new boundary wall to Northeast of building, new refuse storage facilities, cycle parking and drainage connections necessary to complete this development.	01/05/2020	08/02/2021	YES	Grant Permission
20848	new 2 storey detached flat roofed commercial building including the removal of existing external stairs to the adjoining property, a new ramped access and all associated ancillary site works to the vacant site.	28/08/2020	16/10/2020	N/A	Grant Permission
201233	1. Planning permission sought for change of use of first floor commercial / retail unit to a medical ophthalmology practice. 2. New signage to existing shop front over front entrance at Castle Street. 3. Remove existing fire escape stairs to rear of building and provide new fire escape stairwell to replace existing with alterations to existing window at first floor level to facilitate same. 4. Alterations to existing ground floor entrance from Castle Street consisting of new entrance doors, roller shutter, reduced floor level for level access, new stairs and lift to first floor. 5. All above with associated site works.	03/12/2020	19/02/2021	N/A	Grant Permission
211504	Construction of a single-storey apartment development consisting of 4 no. one bedroom apartment dwellings including partial site excavation together with the provision of bin and bicycle storage areas, landscaping, services and ancillary site works.	15/12/2021	18/07/2022	N/A	Grant Permission
221054	Construction of a 49no apartment unit building comprising of four storey with fifth and sixth floors set back and containing 17no one bedroom/ 2 person units and 32no two bedroom/ 4 person units, new vehicular entrance, 25no sub-level vehicular parking spaces (including 2no disabled spaces), 108no secure resident and visitor bicycle parking spaces, plant room, communal storeroom, bin storage area, pedestrian entrances off Castle Street, creation of hard and soft landscaped public areas to front (south) and rear (north) of proposed development, hard and soft landscaped rooftop (fifth floor) communal amenity space, roof mounted photo voltaic solar panel array (57sqm), connections to public infrastructure mains, and all other associated site development works.	30/09/2022	23/11/2022	Yes	Appeal Pending
Dun Laoghaire Rathdown County Council					
D09A/0068	338sq.m single storey extension to the northeast elevation to make provision for a swimming pool, steam room, sauna, changing rooms and snooker room. Alterations to the northeast of the existing house to consist of at ground floor new dining room, bar area and disabled toilet and to first floor new en-suite, walk-in wardrobe, new toilet, relocation of bedroom and balcony. New single storey garage to the rear with new access road to the southeast and all with associated site works and landscaping.	23/09/2009	20/10/2009	YES	Grant Permission
D10A/0436	Permission is sought for the temporary change of use from residential to Garden Centre with green waste collection facility with a capacity of under 1,000 tons per annum for the period of 3 years.	05/08/2010	28/09/2010	YES	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D10A/0477	Permission is sought for the construction of a new 58 sq.m extension to the existing two-storey detached dwelling. The extension will consist of a 48.5 sq.m two storey rear extension and a 7 sq.m single storey side extension at ground floor to the north elevation, a 2.5 sq.m single storey side extension to the north elevation at first floor in the form of a new dormer window with glazing to the front & rear elevations only & increased height & pebble dash finish to the existing front boundary wall & piers with new vehicular entrance gates.	25/08/2010	12/10/2010	YES	Grant Permission
D11A/0071	Planning permission is sought for a development which will consist of, 1) Demolition of existing 1970's two storey school building (2483 sq.m) and ancillary buildings; 2) The construction of a new, part single-storey, part 2-storey school building (4668 sq.m); 3) with modifications to the existing boundary walls and ancillary site works including new landscaping, playground areas and car parking.	16/02/2011	08/04/2011	N/A	Grant Permission
D11A/0126	Planning permission is sought for demolition of 3 No. existing 2 storey houses, closing of three existing vehicular entrances onto Dublin Road and provision of one new vehicular entrance as previously approved under Reg. Ref. D08A/0330 and PL06D.231704 and the construction of a residential development with a revised design and internal layout containing a total of 72 No. units consisting of - 3 No. 4 bedroom three storey detached houses with balconies facing south and east, - 10 No. 4 bedroom three storey semi-detached houses with terraces facing north and south, - 16 No. terraced three storey houses with terraces facing north and south, - 8 No. 2 bedroom apartments and 3 No. 1 bedroom apartments in a four storey block with balconies facing north and south, 14 no. 2 bedroom 2 No. 3 bedroom lower level duplex units and 16 No. 3 bedroom upper level duplex units in 5 No. separate three storey blocks with balconies at all levels facing north south east and west, with 2 car spaces to front of each house and 16 No. surface car parking spaces and basement car park with 56 car spaces, bin, bicycle stores and recycling area under Blocks 3, 4 & 5; all with associated site works, drainage, landscaping and ancillary works on site of 1.74 hectares (4.29 acres).	19/07/2011	11/08/2011	N/A	Grant Permission
D11B/0094	Permission is sought to demolish the existing single storey kitchen to the rear of existing house and construction of a single storey extension to consist of a new kitchen; living space; utility and single storey extension to the south side of existing house to consist of an en-suite bathroom and storage space.	24/03/2011	12/05/2011	N/A	Grant Permission
D11A/0234	Permission sought for two storey house adjoining No. 48 South Park with vehicular entrance and hard standing.	19/05/2011	05/07/2011	YES	Grant Permission
D11A/0275	Planning permission is sought for part demolition of derelict shop at ground and part demolition of dwelling at ground and first floor, retaining front elevation and roof facing Main Street. Demolition of 2 storey storage building at rear. Redevelopment of a 2 storey mixed retail and residential development to provide: (1) 2 No. retail units at ground floor with traditional shopfronts. (2) 3 No. 2 bedroom apartments at first floor, all with south facing outdoor terraces, private open space. (3) Provision of 13 No. car spaces 5 No. residential use, including site works and landscaping. Change of use from dwelling to retail shop at ground floor corner.	14/06/2011	05/08/2011	N/A	Grant Permission
D11A/0326	Planning permission sought for retention of two storey end of terrace dwelling house as built. Dwelling altered from that approved under previous planning permission (D05A/0167).	13/07/2011	02/09/2011	N/A	Grant Permission for Retention

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D11A/0410	Permission is sought for the part demolition of existing 20th century two storey ministry centre (353 sq.m) and its incorporation into the construction of a new two storey ministry centre (963 sq.m) adjoining the church of St. James, a protected structure, including a new entrance to the church, wastewater treatment system, additional car parking spaces and all ancillary site works.	29/08/2011	21/10/2011	N/A	Grant Permission
D11B/0297	Permission is sought for retention and completion of the following, demolition of the existing 293 sq.m single storey pool, gym and ballroom building. Construction of a new 37 sq.m single storey rear extension with veranda. A new 3 sq.m flat roof bay window to the rear. Construction of a new 5 sq.m front porch to replace the existing with pitched roof over. Removal of the existing double doors & porch area to the side elevation and inclusion of a new window. Conversion of the existing double garage to a kitchen & utility room to include new windows to front elevation to replace the existing garage doors, to include ancillary works.	08/09/2011	27/10/2011	N/A	Grant Permission for Retention
D11A/0503	Permission is sought for the demolition of Knocknarea, subdivision of its site between Dilkusha and Alma and construction of new boundary wall between the properties; removal of vehicular access to Dilkusha and reinstatement of front boundary wall; Dilkusha to be accessed via existing Knocknarea entrance; demolition of extensions to Dilkusha and construction of two storey extensions to sides and rear; demolition of extension to Alma and construction of two storey over basement extension (to side and rear to include indoor swimming pool); and associated site works.	04-Nov-11	22/12/2011	N/A	Grant Permission
D12A/0016	Planning permission for development of an extension to the school to include removal of redundant green Sports Hall. Proposed new development comprises of a single storey building containing an Oratory, two general educational spaces and ancillary facilities and associated landscaping.	19/01/2012	12/03/2012	N/A	Grant Permission
D12A/0135	Permission is sought for new three-bedroom single storey dwelling with rooflights, solar panels, new entrance, rainwater storage tank and associated site works.	17/09/2012	11/10/2012	N/A	Grant Permission
D12A/0167	Permission is sought for the extension and renovations of existing two storey semi-detached dwelling to include two storey extension to side and rear; enclosure of existing front porch recess; new canopy entrance to garage; new opaque window to gable; widening of existing entrance piers; internal alterations and associated site works.	08/05/2012	29/06/2012	N/A	Grant Permission
D12B/0164	Permission is sought for the construction of a new 42.6 sq.m two storey extension to the rear of the existing bungalow to include a new door to the side elevation.	17/07/2012	02/08/2012	N/A	Grant Permission
D12B/0237	Permission is sought for a single storey extension (10m ²) to the rear of the existing dwelling, raising the roof of the existing single storey extension also at the rear of the dwelling by 340mm, removal of the existing 970mm high front and part side boundary wall and replacing it with a 2140mm high pebble dashed wall with brick capping together with a new timber pedestrian gate, piers and associated site works.	13/07/2012	29/08/2012	N/A	Grant Permission
D12B/0286	Permission for development which will consist of the construction of 2-storey side and rear extensions to existing house.	10/09/2012	31/10/2012	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D12A/0519	Permission is sought for construction of the following: 1. Two number 193m2 two storey detached 5-bedroom dwellings with habitable accommodation in the roof / attic space, roof lights and solar panels with vehicular and pedestrian access via access road of the Dublin Road. 2. Two number, 145.4m2 two storey semidetached 4-bedroom dwellings with habitable accommodation in the roof / attic space, roof lights, solar panels and semi car port area to the front / south facing elevation, with vehicular and pedestrian access via Seaview Park estate. All together with drainage connection to local mains and other site development works.	21/12/2012	22/02/2013	N/A	Grant Permission
D13A/0089	Permission for amendments to Reg Ref D12A/0016 for development of an extension to the school. Works to include removal of redundant green Sports Hall. Proposed new development comprises of a single storey building containing an Oratory, two general educational spaces and ancillary facilities and associated landscaping.	25/02/2013	18/04/2013	N/A	Grant Permission
D13A/0146	Permission for development consisting of 1) single storey extension into the service yard that increases the Supermarket element to 1636m2 gross/1178m2 net; 2) change of use of previously existing public house (vacant) of 411m2 to Supermarket use (included in areas at (1) above; 3) omit existing retail unit no. 4 to form new Supermarket entrance along with infill of part of yard/passageway of 122m2 as common facilities; 4) amalgamation of existing units 2 & 2A to form enlarged Pharmacy; 5) subdivision of existing unit no. 3 into 2 smaller units; 6) reconfigured service yard; 7) infill of existing window/door openings (former public house) and re-endering all walls; 8) refurbishment of roofs including regularisation of fascia signage; 9) creation of new vehicular entrance (in only) from Corbawn lane; 10) addition of new internal road within the site and standardisation of parking provision with increase to 116 no. spaces; 11) replacement of existing boundary wall on Shanganagh Road and Beechfield Manor with stainless steel railings; 12) Two no. signage totems - one to each end of the Shanganagh Road frontage; 13) Three no. flagpoles and 14) all site development works, hard and soft landscaping.	23/09/2013	18/10/2013	YES	Grant Permission
D08A/1038/E	(a) Demolition of front porch and single storey extension to east side of existing dwelling; (b) subdivision of the site to provide for new development of dormer bungalow, with a height of 5.5 metres, consisting of three bedrooms, three roof lights to front and dormer window to rear; (c) common vehicular access and car parking area.	22/04/2013	05/06/2013	N/A	Grant Extension of Duration
D13A/0324	Permission for development to replace existing south-facing 2 sqm porch with a new 7 sqm porch and to widen a north-facing corridor (3 sqm increase in floor area) with a new glazed external wall.	28/06/2013	15-Aug-13	N/A	Grant Permission
D13B/0267	Permission for development consisting of new first floor extension over existing ground floor sunroom extension to side of existing dwelling, to create a new bedroom area with internal modifications with new Velux roof light to front roof elevation and associated site works.	29/07/2013	19/09/2013	N/A	Grant Permission
D13A/0419	Permission for development consisting of the demolition of 2 no. existing glazed conservatories and the provision of 3 no. new sitting room extensions totaling 148.75 sqm and 1 no. new workshop of 35 sqm.	15/08/2013	08/10/2013	N/A	Grant Permission
D13B/0316	Permission for development consisting of the removal and replacement of existing concrete flat roof over garage for conversion to habitable space and the construction of a single storey pitched roof extension at front of existing house, with continuation of new pitched roof across the entire front of house with all associated site works.	24/09/2013	15/11/2013	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D08A/0245/E	Development on lands comprising c. 0.358 ha(0.885 acres) on site bounded by Kill Lane and Bray Road,N11.The development will consist of demolition of two existing dwellings and associated out buildings located at No. 51 & 52 Bray Road, Foxrock, and the construction of a two, three and four storey over part basement/part lower ground floor level apartment building consisting of 30 residential apartment units as follows: 3No. one bedroom units (circa 61m2), 21No. two bedroom units (ranging in size from circa 81 to 98m2), 6No. three bedroom units (ranging in size from circa 107 to 138m2), all associated works, including new vehicular entrance to site to provide access to basement car park providing 50 spaces, new ramp access off Kill Lane and surface car parking providing 5 spaces (55 spaces in total), bike stands, bins stores, residents stores, new ESB Substation, boundary treatment, landscaping and all associated site works and services at 51/52 Bray Road bounded by Kill Lane to the north-west and Bray Road/N11 to the south-west and accessed off Kill Lane, Foxrock.	08/01/2014	30/01/2014	N/A	Grant Extension of Duration
D13B/0369	Permission for a single storey extension measuring 31.9 sqm, to the rear. Planning has been previously granted for this extension under D08B/0403.	21/11/2013	24/01/2014	N/A	Grant Permission
D13A/0683	Permission for demolition of 3 no. existing 2 storey houses, the closing of three existing vehicular entrances onto Dublin Road and provision of one new vehicular entrance as previously approved under Reg. Ref. D08A/0330, PL06D.231704 and D11A/0126 and the construction of a residential development with a revised design and internal site layout containing a total of 58 no. units, consisting of: 20 no. 4 bedroom three storey semi-detached houses with terraces facing north and south; 20 no. 4 bedroom terraced three storey houses with terraces facing north and south; 4 no. 2 bedroom, 6 no. 3 bedroom lower level duplex units and 2 no. 2 bedroom, 6 no 3 bedroom upper level duplex units in 4 separate three storey blocks with balconies at all levels facing north south east and west with 2 car spaces to front of each house and 21 no. surface car parking spaces; all with associated site works, drainage, landscaping, bin/recycling area, bicycle storage and ancillary works on site of 1.72 hectares (4.24 acres).	20/12/2013	13/02/2014	N/A	Grant Permission
D14A/0009	Permission for development of a part single/part two storey house to remove part of existing roof and construct additional first floor level accommodation over existing ground floor to provide new bedrooms and bathroom and to construct new single and two storey extension to the rear, with associated miscellaneous works and alterations to front entrance and parking area. Total additional floor area 157 sqm.	13/01/2014	06/03/2014	N/A	Grant Permission
D14B/0005	Permission for development consisting of ground floor extension to the side and the rear of the existing house.	14/05/2014	05/06/2014	N/A	Grant Permission
D14A/0163	Permission for development consisting of a new 2-bedroom single storey house to replace existing gate lodge; the house will be connected to the existing public foul sewer under the adjacent public footpath. The gate lodge will be demolished.	31/03/2014	22/05/2014	N/A	Grant Permission
D14A/0423	Permission for a three storey detached house (height 9.3 metres) (floor area 198 sqm) with 1 dormer window and 1 roof light to front (north east) elevation and 4 roof lights to rear (south west) elevation and vehicular access onto Monaloe Park Road.	04/07/2014	26/08/2014	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D09A/0068/E1	338sq.m single storey extension to the northeast elevation to make provision for a swimming pool, steam room, sauna, changing rooms and snooker room. Alterations to the northeast of the existing house to consist of at ground floor new dining room, bar area and disabled toilet and to first floor new en-suite, walk-in wardrobe, new toilet, relocation of bedroom and balcony. New single storey garage to the rear with new access road to the southeast and all with associated site works and landscaping.	07/08/2014	01/10/2014	N/A	Grant Extension of Duration
D14A/0545	Permission for demolition of existing house and construction of one new house and twenty-one apartments, basement car park, relocated vehicular entrance and all associated site works.	20/04/2015	15/05/2015	YES	Grant Permission
D14A/0731	Permission for demolition of existing bungalow and associated outbuildings, construction of 17 no. houses consisting of; (i) 12 no. 4 bed 3-storey semi-detached houses (Type A) of 167 sqm, (ii) 1 no. 4 bed 3-story, semi-detached house (Type A1) of 165 sqm, (iii) 2 no. 3 bed 3-storey semi-detached houses (Type C) of approx. 137 sqm, (iv) 1 no. 3 bed 3-storey detached house (Type D) of approx. 147 sqm, (v) 1 no. 4 bed 3-storey semi-detached house (Type B) of approx. 178 sqm, (vi) ancillary site development works, including car parking spaces, landscaping, access road and boundary treatments.	13/11/2014	16/01/2015	YES	Grant Permission
D15B/0037	Permission for the construction of a first-floor extension to the front and side of the existing dwelling, together with associated ancillary site works.	16/02/2015	01/04/2015	N/A	Grant Permission
D15A/0112	Permission for development at this site (within the Planning Permission granted under reference D07A/1495) of c.1.46 hectares within the former Industrial Yarns Complex, Co Dublin. The development will consist of: A new vehicular access road off the Dublin road, including dedicated pedestrian and cycling routes and a new pedestrian and cycle route off the Dublin Road with ancillary engineering services and all associated landscaping and site development works (which will link into the proposed new road to serve the proposed schools site within the former Bray Golf club Lands, Bray Co Wicklow), the demolition of an outbuilding at the Industrial Yarns Complex and of part of the extension to no. 70 Corke Abbey and the provision of a new access road to the St John of Gods site off the proposed new internal road (for which a separate concurrent planning application is being made by the Board of Managements of St Philomena's Primary School and Coláiste Raithín Post Primary School on behalf of the Department of Education and Skills to Wicklow County Council).	19/02/2015	15/04/2015	N/A	Grant Permission
D09A/0116/E	The development will consist of the demolition of an existing unoccupied single storey house of 70sqm and a single storey equipment store of 30sqm, the construction of 22 no. apartments; 18 no. 2 bed units of 85sqm each and 4 no. 3 bed duplex units of 115.5sqm each, all with southwest facing balconies or gardens and northeast facing winter gardens. The apartments are to be in three blocks; Blocks A and C nearest Pine Avenue and the Loreto school are to be three storeys stepping up to four, while block B nearest the Stillorgan dual carriageway is to be four storeys all above part basement level. The part basement will contain 28 no. car spaces, 34 bicycle spaces, 22 no. storage units and separate bin and recycling storage. Pedestrian access is to be from the existing gate on Springfield Park and a new pedestrian entrance on Pine Avenue: vehicular access via a new entrance at Pine Avenue and the provision of all ancillary site development, landscaping and boundary treatment. A Leyland Cypress hedge is to be partially retained; all other trees are to be removed from the site.	29/05/2015	24/06/2015	N/A	Grant Extension of Duration
D15B/0127	Permission for erection of two-storey extension to dwelling (to replace existing single-storey section) also including alterations to front elevation.	16/04/2015	10/06/2015	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D15A/0395	Permission for the demolition of the existing structures on site and the construction of 19 no. residential dwellings (total gross floor area c.2.235 sqm) consisting of: 1). 5 no. 2 bed two storey houses ranging between c.74 sqm and c.77 sqm. 2). 7 no. 3 bed three storey houses ranging between c.114 sqm and c.123 sqm. 3). 7 no. 4 bed three storey houses ranging between c.133 sqm and c.196 sqm. 4). 33 no. off-streetcar parking spaces. 5). 6 no. bicycle spaces. 6). Re-location of the existing surface water and foul sewer within the site. 7). New access road serving 14 no. units, 5 no. individual access points all off Clonkeen Road. 8). Open space, landscaping, boundary treatment and all associated site development works and site services.	15/06/2015	07/08/2015	YES	Grant Permission
D15B/0221	Permission for Retention of: A. Leisure room with a ground and first floor area of 112.9 sqm and a height of 6.562m. B. Extension to rear of main dwelling with a ground floor area of 6.89 sqm and first floor area of 7.8 sqm, along with first floor balcony at rear of 5.36 sqm. C. Covered car port area of 23.2 sqm to side of dwelling. Permission is also being sought for: D. Alteration to first floor dormer windows to front with an extension to south side of dwelling with a ground floor area of 6.67 sqm and first floor area of 3.68 sqm. E. New porch to front with a floor area of 2.5 sqm. F. Alteration to existing first floor dormer with new dormer adjacent to same at rear return with an increase in first floor area of 19.83 sqm. G. General internal alterations along with elevational alterations to front and rear.	20/08/2015	16/09/2015	N/A	Grant Permission
D15A/0622	Permission for the demolition of the existing dwelling and the construction of 24 dwelling units, comprising: Seven house type A units, four bedroom part three part two storey and three house type B units, four bedroom part three part two storey, One house type B1 unit, three bed part three part two storey and One house type B2 unit, three bed part three part two storey, Three type C units, two bed ground floor duplex and One type C1 two bed unit, ground floor duplex and One type C2 two bed unit, ground floor duplex and One type C3 two bed unit, ground floor duplex and Three type D units, three bed first floor duplex part one part two storey over ground level, One type D1 unit, three bed first floor duplex part one part two storey over ground level, One type D2 first floor duplex three bed unit, part one part two storey over ground level, One type D3 first floor duplex three bed unit, part one part two storey over ground level. All units have courtyard terraces except for the ground floor duplexes. The overall floor area is 3505 sqm designed in a courtyard shared surface layout, with ancillary associated site infrastructure, parking, public realm open space sustainable energy services, solar panels and landscaping and landscaping structures all on a site area of 6,705 sqm with improvement to the existing entrance.	31/05/2016	27/06/2016	N/A	Grant Permission
D15A/0683	Permission for development. The development will consist of (a) demolition of existing gate lodge, (b) forming new (relocated) vehicular and pedestrian entrances, (c) construction of a new 3-storey building comprising 4 no. apartments (total area 460m ²), (d) new connection to existing public sewers and (e) all associated site works.	31/03/2016	27/04/2016	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D15B/0401	Permission for the following works 1) Demolition of existing single storey garage and shed to rear of existing dwelling and construction of a new single storey double car garage with pitched roof, 2) Demolition of existing single storey flat roof extension and conservatory to the front (west) elevation and construction of new single storey pitched roof extension comprising a new entrance hall and study, 3) Demolition of existing single storey flat roof extension to the rear (east) elevation and construction of a new two storey extension with pitched roof and part single storey with flat roof, 4) Alterations to existing window to ground floor bedroom on west facing elevation to include new double doors and steps to access the front garden, 5) All associated drainage and site development works.	04/11/2015	07/01/2016	N/A	Grant Permission
D15A/0723	Permission is sought for two storey side extension, single rear storey extension, new roof light to the side roof hip, widening of vehicular entrance and ancillary elevational alterations.	19/11/2015	19/01/2016	N/A	Grant Permission
D16B/0057	Permission for infill extension to front of dwelling consisting of additional 4.9 sqm of ground floor area, together with 2 storey high glazed screening incorporating front door and associated site works.	16/02/2016	07/04/2016	N/A	Grant Permission
D16B/0129	Permission for a single storey rear extension to the house.	01/04/2016	23/05/2016	N/A	Grant Permission
D16B/0149	Permission for demolition of existing single storey rear extension and internal walls on both floors to accommodate the proposed layout. The addition of a canopy on the front elevation, a single storey extension to the rear, addition of a rear dormer window to the roof space and converting attic space. Addition of roof lights on the proposed new roof and existing main roof, minor alterations to fenestration on elevations and all ancillary site works.	15/04/2016	03/06/2016	N/A	Grant Permission
D16A/0284	Permission is sought for the: (a) Demolition of (120sq.m), (b) Provision of 4 no. semi-detached houses; House 1 is two-storey, 242sq.m in area, with deck/garden at first floor level; House 2 is two-storey, 220sq.m in area; House 3 is three-storey, 237sq.m in area, with part screened west-facing balcony at second floor level; House 4 is three-storey, 241sq.m in area, with part screened west facing balcony at second floor level; (c) 2 no. car parking spaces for each house (i.e. 8 no. in total); (D) increase in width of existing vehicular entrance to 5.0m and (e) Associated site development, landscaping and external works.	15/11/2016	09/12/2016	YES	Grant Permission
D11A/0275/E	Planning permission is sought for part demolition of derelict shop at ground and part demolition of dwelling at ground and first floor, retaining front elevation and roof facing Main Street. Demolition of 2 storey storage building at rear. Redevelopment of a 2-storey mixed retail and residential development to provide: (1) 2 No. retail units at ground floor with traditional shopfronts. (2) 3 No. 2 bedroom apartments at first floor, all with south facing outdoor terraces, private open space. (3) Provision of 13 No. car spaces 5 No. residential use, including site works and landscaping. Change of use from dwelling to retail shop at ground floor corner.	16/08/2016	06/10/2016	N/A	Grant Duration of Extension
D16A/0683	Permission for the construction of a single storey rear extension, side garage conversion with first floor extension over. Extension of roof, attic conversion with a front and side roof light, external insulation and replacement of existing windows. Alterations to access gate and driveway, together with ancillary associated site works to the existing domestic dwelling.	14/11/2016	08/12/2016	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D16A/0904	Permission for the demolition of partly constructed dwelling; improvement of pedestrian public right of way; improvement of road and footpath of Knocksinna Court; the construction of a residential development having a gross floor area of c.7,450 sqm (including underground car park floor area of 2050 sqm gross). The building will be two-three and four-storey, plus penthouse level, over basement and will provide for a total of 48 no. apartments (5 no. one bed-roomed, 37 no. two bed-roomed and 6 no. three bed-roomed) on ground and upper floors. The basement will accommodate 63 car spaces, 48 bicycle spaces, 3 motorbike spaces, bin store and general-purpose room. 6 no. car spaces and 10 no. bicycle spaces will be provided above ground. Vehicular access to the development will be from Knocksinna Court. The development will also consist of the permanent closure of the existing vehicular entrance to Aberdour on the Stillorgan Road (access and egress for emergency vehicles only), all associated site formation and development works, landscaping, piped infrastructure (including 1 no. below ground attenuation tank and 1 no. below ground interception storage tank) and plant.	04/05/2017	26/05/2017	N/A	Grant Permission
D16A/0994	Permission for a two-storey dwelling house to the eastern side of Windrush. Ancillary works to include the construction of a new vehicular entrance and the relocation of the existing vehicular entrance on the existing Windrush private access road.	28/02/2017	23/03/2017	N/A	Grant Permission
D17A/0065	Permission for the development of a Specialist Hospital for 56 no. in-patients, out-patient care and teaching unit, including works to Protected Structures. The works comprise: A. Change of Use of The Aske House, stables and outbuildings, a part single and part two storey Protected Structure, from existing residential use to Educational use associated with the Specialist Hospital and incorporating internal alterations and refurbishment works to provide 10 single bed en-suite bedrooms, seminar rooms, library/reading rooms, administration offices, dining area, kitchen, staff changing and ancillary accommodation. B. Change of Use of existing single storey Gate Lodge, a Protected Structure, from residential use to Transitional Accommodation Unit associated with the Specialist Hospital incorporating alterations and refurbishment works, with existing structure requiring part demolition of rear single storey extension and new single storey extension to rear for kitchen and shower room. C. New single storey Specialist Hospital in-patient and out-patient Treatment and Therapy building incorporating main reception/admissions and waiting area, treatment rooms (for both group treatment and individual therapy), hydrotherapy pool, gym, consulting rooms, offices, kitchen and dining rooms, laundry and ancillary stores and accommodation. D. Specialist Hospital adult in-patients' accommodation for 48 no. single patient bedrooms within 6 no. 2 storey inter-linked blocks, each unit comprising 2 no. 4 bedroom living clusters and incorporating nursing office, living areas, treatment rooms, family bedrooms and ancillary accommodation. E. Two storey Specialist Hospital in-patients' accommodation for care of persons under nineteen years of age, with 8 no. single patient bedrooms in 4 bedroom clusters, incorporating nursing office and living areas, treatment rooms, family bedrooms and ancillary accommodation. F. Single storey garden pavilion incorporating garden maintenance equipment shed and pump house. G. Demolition of existing single storey garage. H. Modification/widening of existing site entrance, a Protected Structure, onto Dublin Road. I. Remedial works to existing Crinken Woodbrook stream. J. 84 no. car parking spaces and 3 no. covered cycle parking units. K. Landscaping works to include management of existing trees and all ancillary site works and site services.	20/06/2017	17/07/2017	YES	Grant Permission
D17A/0184	Permission for a single storey extension consisting of offices and canteen to the rear.	02/03/2017	21/04/2017	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D17A/0213	Permission for development consisting of ground level single-storey flat and glazed roof extension encapsulating walled kitchen yard and outside laundry room with new doors and glazed screens to walled garden area. Demolition/removal of swimming pool, hard surfaces and associated reduced/graded rear garden levels for level access from house. Flat-roof shower room extension to side/rear off stair landing split-level also first floor ensuite extension over rear ground level entrance lobby, partial demolition/reconstruction/refurbishment and internal layout alterations on all levels for a revised single dwelling layout. New boiler room in rear garden, free standing garden toilet, alterations to drainage, repositioned entrance gate, landscaping and associated ancillary works. A Protected Structure.	10/03/2017	27/04/2017	N/A	Grant Permission
D17A/0226	Permission for the erection of an extension (3555 m2 in total floor area) consisting of a proposed 4 storeys over a semi-basement extension to the rear of the existing Hotel, comprised of 61 no. bedrooms with en-suite bathrooms and 3 no. storerooms over the proposed ground floor, first floor, second floor and part set-back third floor with bin storage area and car parking to the proposed semi-basement level. The development includes internal alterations at the rear of the existing building, alterations to the layout of the existing car park, hard and soft landscaping together with all ancillary services and associated site works.	10/07/2017	02/08/2017	YES	Grant Permission
D12A/0167/ E	Permission is sought for the extension and renovations of existing two storey semi-detached dwelling to include two storey extension to side and rear; enclosure of existing front porch recess; new canopy entrance to garage; new opaque window to gable; widening of existing entrance piers; internal alterations and associated site works.	07/04/2017	29/05/2017	N/A	Grant Duration of Extension
D17A/0352	Planning permission is sought for development comprising 1) Demolition of existing single storey extension and shed to the side; 2) Alterations to existing cottage and porch roofs to the front; 3) Alterations to existing elevations; 4) Construction of two storey extension to the side, new chimney to the rear, new single storey porch to the front and all associated internal alterations including subdivision of existing cottage to a granny flat; 5) Increase in width of vehicular driveway to 3.5m wide including all site, drainage and landscaping works.	24/07/2017	17/08/2017	N/A	Grant Permission
D17B/0186	Planning permission for development consisting of: Construction of a 32 sqm first floor extension to the side (north-east) of an existing 2 storey house, alterations to existing front elevation and roof.	18/04/2017	12/06/2017	N/A	Grant Permission
D17A/0414	Permission is sought for the following: construction of a 43sq.m ground floor extension to the existing building consisting of a kitchen and food storage area - retention of a change of use for part of the ground floor, comprising 110sq.m from off-licence and bar with ancillary wine tasting area to restaurant - retention of signage around the building - construction of a new canopy on rear entrance porch.	07/07/2017	02/08/2017	N/A	Grant Permission for Retention
D17A/0426	Permission is sought for the following: construction of a 43sq.m ground floor extension to the existing building consisting of a kitchen and food storage area - retention of a change of use for part of the ground floor, comprising 110sq.m from off-licence and bar with ancillary wine tasting area to restaurant - retention of signage around the building - construction of a new canopy on rear entrance porch.	07/07/2017	02/08/2017	N/A	Grant Permission for Retention
D17A/0454	Permission for demolition of single storey gate lodge, new relocated vehicular and pedestrian entrances and the construction of 2 no. three storey 3-bedroom houses with integral garages and 1 no. three storey 4 bedroom house all in one 3 storey block and all associated site works.	19/05/2017	12/07/2017	YES	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D17A/0442	Permission for construction of a new detached, 3-bed dwelling house with attic to side of no 26. Access to the new dwelling house will be via the existing entrance from Greenfield Road with two car parking spaces to the front garden and all associated site development works. Proposals also provide for a dormer window at attic level to the rear, revised boundary treatments to sub-divide the site, including hard landscaping, connections to services, demolition of existing garage and new vehicular access is proposed fronting and serving the existing dwelling house.	18/05/2017	10/07/2017	N/A	Grant Permission
D17A/0759	Permission for a single storey dwelling house to the eastern side of "Windrush". Ancillary works to include the construction of a new vehicular entrance and the relocation of the existing vehicular entrance on the existing "Windrush" private access road.	24/08/2017	13/10/2017	N/A	Grant Permission
D17A/0876	Permission for the replacement of 2 no. 48 sheet illuminated static advertising displays, 1 no. 64 sheet illuminated advertising display and 1 no. 96 sheet illuminated advertising display with 2 no. 48 sheet (6.4m wide x 3.35m high) Premiere internally illuminated advertising displays and associated site works.	29/08/2018	25/09/2018	N/A	Grant Permission
D17A/1074	Permission for the redevelopment of the existing motor repair and coffee shop buildings to include the following: - (i) The change of use of the existing motor repair and coffee shop to an unmanned petrol filling station, (ii) demolition of existing forecourt buildings, (iii) the erection of new Unmanned Filling Station with a single storey Service Kiosk Building, acoustic corporate hoarding, five x 4.5 metre high poles with flood light and security cameras, (iv) two Underground Fuel Tanks, Underground Storm Water Slow Release Tank, Petrol Interceptor, erection of one 6.5m high aluminum clad illuminated gantry sign, and associated services, redesigned entrance and exit points, and all site works associated with the proposed development.	17/04/2018	11/05/2018	YES	Grant Permission
D17B/0584	Permission is sought for conversion of attic space, single storey extension to side and associated site works to existing dwelling house.	14/08/2018	07/09/2018	N/A	Grant Permission
D18A/0161	Permission is sought for construction of a new 3-bed house over 2 storeys with vehicular access for one off-street parking space, and modifications to the existing house.	22/02/2018	16/04/2018	N/A	Grant Permission
D18A/0432	Permission for development at this site. The works will consist of the construction of a new single storey rear extension (145.1 sq.m. at Ground Floor) to form a kitchen, a games room and a granny flat (including an attic bedroom (23.2sq.m. at first floor) and associated ancillary spaces along with internal modifications to existing house and minor external alterations, all as described in the drawings. The existing screen planting and trees on the site are generally retained and protected.	13/08/2018	07/09/2018	N/A	Grant Permission
D18A/0494	Permission for Retention of a 39 sqm flat-roofed, glazed dining room extension to the existing building.	20/12/2018	25/01/2019	N/A	Grant Permission for Retention
D18B/0313	Permission for a new ground floor extension to the side, first floor extension to the side of the existing two storey semi-detached dwelling with tiled roof and external finishes to match existing, new tiled roof to a section of the existing flat roof to the front, internal alterations and associate site works.	17/07/2018	07/09/2018	YES	Grant Permission
D18A/0859	Permission for development consisting of a first-floor extension (circa 43 sqm) over existing ground floor staff room and boiler house to provide 2 no. staff offices located at the rear of the existing premises.	07/12/2018	08/01/2019	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D18A/0847	Permission for the following development. The development will consist of alterations to existing pathways, a new cycle path and footpath together with cycle and pedestrian entrance gates to the College. The development is within the curtilage of a Protected Structure.	04/09/2018	19/10/2018	N/A	Grant Permission
D18A/1112	Permission for development at a site of approximately 0.477 ha. The demolition of 2 no. two-storey habitable dwellings and associated outbuildings/structures (totaling 534 sq m gross floor area); and the construction of an apartment building (3,502 sq m gross floor area) of 4 no. storeys over basement parking in height (totaling 5 no. levels) to consist of: 28 no. residential units (6 no. one bedroom apartments, 14 no. two bedroom apartment and 8 no. three bedroom apartments); basement car park and vehicular access ramp (incorporating 43 no. car parking spaces, 32 no. bicycle parking spaces, and a communal waste storage area (46 sq m); and associated entrance lobbies, circulation areas, lifts, stairs, internal plant and private amenity spaces. The permanent closure of the current 'Garryknock' vehicular and pedestrian access from the neighbouring 'Fairways' residential development; the permanent closure of 1 no. existing 'Funchal' vehicular access and 1 no. dedicated pedestrian access from the N11 Stillorgan Road; upgrade and enhancement of 1 no. existing 'Funchal' vehicular access from the N11 Stillorgan Road, to provide the primary vehicular and pedestrian access to the proposed development, along with two new dedicated pedestrian entrances from the N11 Stillorgan Road; boundary treatments, hard and soft landscaping, including a playground, internal vehicle and pedestrian circulation routes, services (including 1 no. below ground attenuation tank) and all other ancillary and associated site development works above and below ground level.	28/11/2018	31/01/2019	YES	Grant Permission
D18A/1232	Permission for construction of one no. detached two storey/three bedroom house to the side of the existing house, as well as associated landscape and site development works. Vehicular access will be via the widened existing entrance that will form a shared entrance to both houses. The existing and new house will be served by two dedicated car parking spaces each.	21/12/2018	21/02/2019	N/A	Grant Permission
D19A/0006	Permission for demolition of the two existing dwellings, along with associated outbuildings. Construction of 2 no. apartment blocks (Blocks 1 & 2) linked at ground floor level via a glazed atrium, providing 45 no. apartment units with associated balconies, comprising 17 no. 1-bed units, 25 no. 2 bed units and 3 no. 3-bed units. Block 1 fronting Bray Road (N11) and Kill Lane is part 3-storey, part 4-storey and part 5-storey providing 30 no. apartments, over basement level accommodating 41 no. car parking spaces, bicycle parking, refuse stores and plant rooms. Block 2 is part 3-storey and part 5-storey fronting Kill Lane providing 15 no apartments. Vehicular access, basement entrance/egress at Kill Lane, landscaping, boundary treatments and all associated site works and services.	07/06/2019	03/07/2019	YES	Grant Permission
D19A/0109	Permission for proposed extension of existing nursing home to front, rear and side, including elevational amendments providing for the extension of Library/day room at ground floor, provision additional bedroom at first floor within existing permitted development, extension of existing bedrooms to the rear and relocation of 3 no. single bedrooms at first floor, extension and relocation of day room over existing terrace at first floor, extension of existing bedrooms to the rear at second floor, extension of existing bedrooms to front and rear elevations at third floor, extension of existing bedrooms to front and rear elevations at fourth floor, extension of day room at fifth floor, new store to the rear at ground, first, third, fourth and fifth floors and all associated site development works.	18/02/2019	11/04/2019	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D19A/0305	Permission for a three-storey extension to an existing four storey school block and the demolition of an existing hand ball alley. The accommodation will consist of a woodwork room and associated prep room at ground floor, 2 no. classrooms and resource room at first floor level, laboratory, laboratory store and associated laboratory prep room at second floor level of total area 565 sqm.	02/05/2019	25/06/2019	N/A	Grant Permission
D19A/0282	Permission for part demolition of vacant shop to rear at ground floor and part demolition of dwelling at ground and first floor, retaining front elevation and roof facing main street, demolition of 2 storey storage building at rear and side facing Stonebridge Close and redevelopment and construction of a two-storey mixed retail and residential development comprising: A. 1 no. Retail Unit at ground floor with modified shop front. B. 4 no. 2 bedroom apartments at ground and first floor. C. Balconies with privacy screens on west facing façades to Stonebridge Close and proposed courtyard space. D. 2 no. car parking spaces, 10 no. bicycle space, bin storage and all associated boundary treatment, associated roof lights, solar panels, site works and landscaping. Development comprises a gross area of c.497 sqm, on a site area of c.0.0545Ha.	01/10/2019	25/10/2019	N/A	Grant Permission
D19A/0773	Permission for 3 bedroom detached bungalow and all associated site works.	23/12/2019	24/01/2020	N/A	Grant Permission
D19A/0871	Permission for development. The development will consist of 1. Demolition of the rear garden block shed. 2. Subdivision of the existing site for the provision of a new two storey three-bedroom dwelling with attic conversion. 3. Proposed widening of the existing vehicular access (to serve as a shared vehicle access) exiting onto Cherrington Road, Shankill, Dublin 18. 4. All drainage mains connections, structural and associated site works, including connections of relevant services to be implemented.	12/11/2019	15/01/2020	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D20A/0028	<p>Permission for development. The proposed development relates to the provision of an academic building (the Centre for Creativity - c. 13,184sqm Gross Floor Area including basement) and all associated elements as part of the Future Campus Phase 1 proposals. The general height of the proposed building ranges from c.18.6 m up to overall height of c.48.88m (up to the highest of the proposed tower elements). The Centre for Creativity includes the provision of a study centre, a lecture theatre, workshop/studio/classroom facilities, ancillary exhibition spaces and all associated ancillary areas/facilities. The proposed development will consist of: Level 0 - Educational facilities including - forum (foyer/reception), study centre, UCD experience area, equipment room and demonstration spaces, workshops, studios/maker space areas, retail area, café and all associated ancillary areas/facilities. Level 1 - (including mezzanine areas) - Educational facilities including study centre, UCD experience areas, creative teaching spaces, offices and all ancillary support facilities. At mezzanine level - educational facilities including study centre, workspaces, offices and all associated ancillary areas/facilities. Level 2 - Educational facilities including a lecture theatre, UCD experience area, studios/classrooms/study areas and all associated ancillary areas/facilities. Level 3 - Educational facilities including studio/classroom/study areas, UCD experience areas and all associated ancillary areas/facilities. Level 4 - Educational facilities including UCD experience area, creative teaching spaces, studios and all associated ancillary areas, facilities. Level 5,6 and 7 - Educational facilities including UCD Experience areas and all associated ancillary areas/facilities (including an observation area at Level 7). At basement Level - Associated ancillary plant facilities, storage and ancillary areas/facilities, storage and ancillary areas/facilities. At roof level over part of level 2 and level 4- provision of a sedum roof (with a combined area c. 1184 sqm) and Photo Voltaic panels (with a combined area c. 230 sqm) and paved terrace (c. 270 sqm), associated plant, roof lights and roof access. The proposals also provide for associated landscaping including a stepped reflective pool (located at part of the south-west, north-west and north east elevations of the proposed Centre for Creativity) fronting the new campus Arrival Plaza (part of a separate planning application). an external south-facing courtyard forming part of the new Ardmore Quad (part of a separate planning application), an external service area, an external workshop terrace area at ground floor level, external storage facilities (c.91 sqm) and all site services and associated site development works. There are no works proposed to the existing Protected Structures within the University College Dublin Campus as part of this planning application.</p>	12/05/2020	17/06/2020	N/A	Grant Permission
D20A/0045	<p>Permission is sought for the replacement of the existing 1 no. north-facing Premiere internally illuminated advertising display (6.45m wide x 3.25m high) with 1 no. digital 48 sheet advertising display (6.45m wide x 3.568m high) and minor alterations to landscape plan permitted under reg. Ref. D17A/0876, including all associated site works and services.</p>	22/01/2020	13/03/2020	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D15A/0395/E	Permission for the demolition of the existing structures on site and the construction of 19 no. residential dwellings (total gross floor area c.2.235 sqm) consisting of: 1). 5 no. 2 bed two storey houses ranging between c.74 sqm and c.77 sqm. 2). 7 no. 3 bed three storey houses ranging between c.114 sqm and c.123 sqm. 3). 7 no. 4 bed three storey houses ranging between c.133 sqm and c.196 sqm. 4). 33 no. off-streetcar parking spaces. 5). 6 no. bicycle spaces. 6). Re-location of the existing surface water and foul sewer within the site. 7). New access road serving 14 no. units, 5 no. individual access points all off Clonkeen Road. 8). Open space, landscaping, boundary treatment and all associated site development works and site services.	12/02/2020	26/05/2020	N/A	Grant Extension of Duration
D20A/0184	Permission for the demolition of an existing two-storey dwelling house known as 'Rathbeg' and ancillary outbuildings and sheds, and the construction of a residential development of 54 units consisting of 3 no. one bedroom apartments. 17 no. two bedroom apartments. 20 no. three bedroom upper level two storey duplex type townhouses in 4 no. 3 storey blocks with balconies and terraces facing north southeast and west. 11 no. three bedroom 2 storey semi-detached houses. 2 no. four bedroom three storey detached houses. 1 no. four bedroom three storey semi-detached house. All houses with private rear gardens with ancillary site works including parking for 82 cars, 1 no. communal bin store, 50 secure bicycle parking spaces and main vehicle access off Stonebridge Lane.	20/01/2021	12/02/2021	N/A	Grant Permission
D22A/0734	The development will consist of; (1) Partial demolition of existing front extension and provision of a single-storey extension to the front and single-storey extension to the rear of the existing house, both at ground floor level. (2) Including new rooflights and (3) Internal reconfiguration and associated site works.	03/10/2022	18/11/2022	N/A	Grant Permission
D22A/0547	Planning permission for development of an extension to the existing Veterinary Hospital, Belfield Campus. The development will consist of: a single storey flat roof extension of 313 square metres connected to the existing hospital waiting room. The extension will comprise, a reception office, an oncology clinic, kennel room, a treatment area and consulting rooms, and an hydrotherapy treatment room. External works including a fenced access pathway, expanded cycle parking facilities and enhanced new soft landscaping.	29/11/2022	22/12/2022	N/A	Grant Permission
D22A/0757	1. Retention permission for 2no. single storey external cold rooms, to the south eastern service yard (floor area 64 sqm) as well as all associated and ancillary ground works to this area. 2. Planning permission for a new single storey bakery freezer extension (floor area 28 sqm) a new single storey cake prep room extension (floor area 15sqm) and a set of new fire exit doors, all to the south western elevation, as well as all associated and ancillary ground works to facilitate these works.	10/10/2022	02/12/2022	N/A	Grant Permission
D22A/0463	Planning permission sought for (i) Change of use of part of the existing commercial premises (Circle K petrol station) to an alternative commercial use comprising a mobility hub which will be accessed via the existing entrance to the petrol station off the N11; (ii) construction of single -storey kiosk (104sq.m/0.0104 ha) comprising reception area, office and staff canteen to the rear of the existing Circle K retail unit; (iii) provision of ancillary car park providing for 26 no. car parking spaces to be used for car rental and car sharing via the mobility hub; (iv) provision of ancillary car wash bay structure for use with the proposed mobility hub; (v) erection of signage; (vi) provision of rent-a-bike station with 8 no. bicycle parking spaces; and (vii) drainage and all associated site works development and ancillary works necessary to facilitate development.	30/06/2022	24/08/2022	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D23A/0105	Planning permission for the demolition of existing side garage, rear and side single storey extension, front porch and canopy, attic conversion with dormer type windows, to the front and rear, rising ridge line of existing roof, 2 new gable end walls, alterations to the front facade, remodelling the front driveway and access stairs, widening vehicular access gate, associated site works and some internal alterations.	20/02/2023	14/04/2023	N/A	Grant Permission
D22A/0753	Permission is sought for subdivision of the existing site for the construction of a new 4 bedroom, 2 storey detached dwelling in the side garden of the existing house, new vehicular access onto Cherrington Drive and all associated site works	07/10/2022	25/11/2022	N/A	Grant Permission
D22A/0915	Permission is sought for the development of a Specialist Hospital for 76 No in-patients, out-patient care and teaching unit, including Works to Protected Structures. The Works comprise:(a) Change of use of 'The Aske' House, stables and out buildings, (a part single and part two storey Protected Structure) from existing residential use to Educational use associated with the Specialist Hospital and incorporating internal alterations and refurbishment works to provide 10 single bed en-suite bedrooms, seminar rooms, library / reading rooms, administration offices, dining area, kitchen, staff changing and ancillary accommodation (c.973sqm); (b) Change of Use of existing single storey Gate Lodge, a Protected Structure, from Residential Use to 'Transitional Accommodation Unit' associated with the Specialist Hospital incorporating alterations and refurbishment works, with existing structure requiring part demolition of rear single storey extension and new single storey extension to the rear for kitchen and shower room (c.58 sqm); (c) New single storey Specialist hospital In-patient and out-patient Treatment and Therapy building incorporating main reception / admissions and waiting area, treatment rooms (for both group treatment and individual therapy), hydrotherapy pool, gym, consulting rooms, offices, kitchen and dining rooms, Laundry, and ancillary stores and accommodation (c. 2024 sqm); (d) Specialist Hospital adult In-patients accommodation for 64 No single patient bedrooms within 6 No 2 storey interlinked blocks each unit comprising 5 and 6 bedroom living clusters, and incorporating a nursing office, living/dining/kitchen areas and ancillary accommodation (c.4119 sqm); (e) Two storey Specialist Hospital In-patients accommodations for care of persons under nineteen years of age, with 12 No single patient bedrooms in clusters, incorporating living/dining/kitchen areas and ancillary accommodation (c. 816 sqm); (f) single storey garden pavilion incorporating garden maintenance equipment shed and pump house (c.34 sqm); (g) Demolition of single storey garage; (h) Modification and widening of existing site entrance, a protected structure, onto Dublin Road; (i) Remedial works to existing Crinken Woodbrook stream; (j) car parking spaces and covered cycle parking units; (k) landscaping works to include management of existing trees; and all ancillary site works and site services including on-site Wastewater Treatment Plant and percolation area; at 'The Aske' Dublin Road, Bray, Co Dublin (Site address also known as 'The Aske', Old Bray Road, Shankill, Co Dublin).	23/11/2022	25/01/2023	N/A	Request Additional Information
D22B/0284	Permission for development to consist of the construction of a single storey, detached home office and gym to the end of the existing rear garden to the rear of the existing two storey dwelling house with associated site works and landscaping.	08/06/2022	25/07/2022	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
D22A/0350	The development will consist of 1. Revisions to the internal layout of the existing forecourt amenity building to incorporate an increase in net retail floor area to 81sqm and the relocation of the existing off-licence (10sqm), a new deli area with hot and cold meals and refreshments for sale for consumption on and off the premises and changes to customer toilets, back of house and storage areas 2. Revisions to the building elevations including new entrance and access doors. 3. All associated site and development works	02/08/2022	25/08/2022	N/A	Grant Permission
D23A/0111	Planning permission for; (1) The construction of an outdoor swimming pool with plant room. (2) the widening of the exiting driveway entrance including the installation of new electric gates. (3) the alterations to part of the existing boundary walls. (4) the construction of a single storey rear extension. (5) The refurbishment of an existing garden building and (6) the retention of a single storey front extension including a new rooflight along with the associated site works. (protected Structure).	21/02/2023	13/04/2023	N/A	Request Additional Information
D22A/0951	The proposed development will comprise of the demolition of the existing detached 2 storey houses at 51 and 52 Bray Road and all associated outbuildings, the construction of a six storey (part 4-storey, part 5-storey and part 6-storey) 96-bedroom residential care facility, with associated ancillary/common facilities, office administration areas, recreational leisure outlets which include dining rooms (all with balconies/terrace), lounges (some with balconies/terrace), nurse offices, cafe, cinema, hairdressers, nail bar/spa, celebrations room, activity room and library, the provision of a new vehicular access onto kill lane, the infill of an existing vehicular entrance at 51 Bray Road (N11) and the modification of an existing vehicular entrance from 52 Bray Road (N11) as a pedestrian entrance and the modification of the existing vehicular entrance from Kill Lane (serving No 51-Clara) for use as a pedestrian entrance only, ancillary bin storage, 24 car parking spaces (10 spaces within undercroft parking, 14 outdoor carparking spaces), 27 bicycle parking spaces (9 spaces for visitors and 18 spaces for staff) green roofs, all associated site development, engineering, landscaping works and boundary treatments. The subject site is bounded by Kill Lane to the north, Cremone House, Kill Lane (D18FD93) to the east, Kilmoylan House (D18W5Y4) to the south and Bray Road (N11) to the west.	04/05/2023		N/A	Pending
Dublin City Council					
2080/15	PROTECTED STRUCTURE: Permission is being sought by Mr. William Gaff for development at an existing single storey mews building located on Sibthorpe Lane and being within the curtilage of and to the rear of 42 Upper Leeson Street, Dublin 4 (a Protected Structure). The development will consist of alterations at ground floor to widen the existing mews garage entrance and install a new roller shutter including demolition of internal walls at ground level; the construction of a single storey extension of 47 sqm. at first floor level to provide bedroom accommodation with balcony all being ancillary accommodation to the main house at 42 Upper Leeson Street (a Protected Structure).	20/01/2015	09/03/2015	Yes	Grant Permission
2236/15	PROTECTED STRUCTURE: Permission for the removal of the spiral staircase to the rear, the construction of single storey extensions to the rear of the main house and the return, forming a door opening between the principal rooms at Ground Floor, widening the opening in the rear wall of the principal room at Ground Floor, the reconfiguration of the interior arrangement of the Ground Floor of the return including the removal of the side wall and lowering the floor level, the reconfiguration of the first floor of the return including the raising of the cill level to the opening to the rear at 20 Morehampton Road, Dublin 4. Similar works were granted Permission in 2007: Reg Ref 5996/06. This is a Protected Structure.	18/02/2015	24/03/2015	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
2479/15	<p>PROTECTED STRUCTURE: The development will consist of a new Recital Hall at first floor level of the National Concert Hall, and the construction of a pair of extensions to be located at the rear of the Butler Wings north and south, comprising enclosed escape stairs, with publicly accessible lifts, and a partially enclosed open top plant area on roof. The new extensions will extend over four floors and link basement, ground, first and second floors and increase the total floor area of the building by approx. 360 sqm. Removal of two existing modern external escape stairs at the rear of Butler Wing south and Butler Wing north, and the opening up of the North Marble Stairs and the South Marble Stairs as internal public stairs. The National Concert Hall, including the main building, boundary wall, gates, railings and adjoining Real Tennis Court are designated Protected Structures under the Dublin City Development Plan 2011-2017 (Reference 2425 & 2426).</p> <p>This application seeks permission for the following interventions:</p> <p>Re-use and modification of the existing three principal rooms at first floor level (Walsh, Conway & Barry Rooms) as a Recital Hall space for public performances including raised storage area for piano, platform lift and steps, with a separate classroom performance space and associated backstage areas. Repair works to existing external steel windows onto Earlsfort Terrace to include new secondary glazing and wall panelling. Removal of existing 20th century ceilings to reinstate parts of original design within the rooms. Forming a new door opening in structural wall. Removal and modifications to sections of the structural floors and walls to allow for new ventilation and services arrangements. Provision of new partition arrangements to allow for acoustic separation and service arrangements. Rooftop ventilation ductwork installations over central area of main building. Removal of section of wall at ground level foyer to open up marble stairs as an accommodation stair for public use. Modifications to ground floor foyer to facilitate public access to lift. Installation of secondary glazing to provide fire protection to new stairs and high-level glass smoke barriers to marble stairs. Forming new door openings into stairwell from corridor of second floor level of Butler Wing North and South. Modification and relocation of kitchen extract system. Interventions to the external areas to provide ramped access to ground floor of extension. Providing chiller in existing open basement area. Permission is also sought for all associated site works and services works associated with the developments.</p>	27/03/2015	30/04/2015	N/A	Grant Permission
2544/15	Planning permission is sought for a 6 x 6.5m single storey artist's studio with pitched roof.	07/04/2015	11/05/2015	N/A	Grant Permission
2587/15	PROTECTED STRUCTURE Demolition of existing single storey Wcs to the rear of the ground floor restaurant and the construction of a single storey extension for extra dining, Wcs and the external bin storage to the rear of the ground floor together with the replacement of the existing shop front and new signage.	13/07/2015	04/08/2015	N/A	Grant Permission
WEB1185/15	Demolition of existing single-storey extension at the rear of the house and the garage at the rear garden and subsequent construction of part single-storey, part two-storey extension to the rear of the semi-detached two-storey dwelling. Works include the construction of a new kitchen & dining area, extension to upstairs bedroom, attic conversion, new dormer window to the rear, roof lights to the rear & side and elevational changes to the rear & side, new garage at the rear garden, connection to existing services & all associated site development works on a 0.045 hectare site	08/06/2015	13/07/2015	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3068/15	Planning permission for development at a site of c. 0.15 hectares at Hainault House, Nos. 69-71 St Stephen's Green, Dublin 2. The development will consist of the demolition of the existing six storey office development (c.3,686 sq m) over basement (c.401 sq m) and construction of a new six storey office development comprising c.6,887 sq m gross floor area of office space over a 2,547 sq m double level basement (of which 1,406 sq m relates to parking). The proposed development includes: a setback 5th floor level and setback screened rooftop plant with an overall height of c.26.4 metres; removal of existing vehicular access from St Stephens Green with proposed access from Earlsfort Terrace only; provision of 20 No. basement car parking spaces and 80 No. bicycle spaces together with main plant, storage areas, waste facilities, and ancillary gym facilities; relocation of ESB substation to rear at ground floor level; and all ancillary development and site works above and below ground.	24/06/2015	28/07/2015	YES	Grant Permission
3148/15	Planning permission is sought for a single-storey extension to existing (surgery) waiting room and a new rear boundary wall with accessible entrance gate.	03/07/2015	24/08/2015	N/A	Grant Permission
3842/15	Permission as follows 1) Revised glazed elevation to existing Entrance Lobby. 2) 1no illuminated double sided car park sign of 1.3m2. 3) 2no. projecting banner signs of 2.4 sq.m each fixed to existing flag poles. 4) Illumination behind logo lettering on existing/permitted canopy sign. (Planning ref. no. 3048/15), all to front entrance of existing building.	19/10/2015	07/12/2015	N/A	Grant Permission
4172/15	PROTECTED STRUCTURE: RETENTION permission is sought for construction of single storey structure to rear consisting of ground floor terrace (with basement store room under) with concrete block steps down to garden and permission is sought to complete the proposed development consisting of completed ground floor terrace, glass balustrade, paving, plastering of blockwork.	08/12/2015	03/02/2016	YES	Grant Permission and Retention Permission
2054/16	PROTECTED STRUCTURE: Permission for the extension of the single storey kitchen and garage including the installation of a roof light to the kitchen and, installation of dormer windows to the rear roof.	15/01/2016	09/03/2016	N/A	Grant Permission
2147/16	Permission for works to the existing Pre-School and Junior School two-storey building comprising: 1) The demolition of the northern part of the existing 2 storey school building, including the single storey entrance hall, two storey toilet, kitchen and staffroom accommodation, and the single storey sheds (including part of the boundary wall to the road) 2) The construction of a new part single storey and part two storey extension between the building and the road boundary (including new boundary wall to the road) providing 2 no. relocated pre-school classrooms, staff room and ancillary facilities, along with construction of a new two storey entrance hall and link between the 2-storey building and the existing self-contained single storey classroom block. 3) General upgrading works to the existing single storey classroom block including new windows, entrance porch, reroofing and additional roof lights 4) Demolition of the existing single storey general purpose room (apart from the existing gable wall) to the north-western boundary and the construction of a new boiler room with pitched roof incorporating the existing gable wall 5) Internal alteration works, and associated site works and services.	29/01/2016	16/03/2016	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
2233/16	Proposed new single storey general practice medical surgery building (102 sq.m) and associated services, with pedestrian access gate from Mount Eden Road. Also, surgery areas in existing building (146sq.m.) at ground and first floor levels to revert to residential use.	12/02/2016	07/04/2016	N/A	Grant Permission
2362/16	<p>PROTECTED STRUCTURE: The development will consist of the refurbishment and restoration of the existing north and part of the east wing of the existing National Concert Hall and the Real Tennis building and the construction of a new four storey over basement extension with a planetarium dome to the west of the north wing at the boundary of the Iveagh Gardens. The development includes the change of use from the former UCD School of Civil Engineering to the National Children's Science Centre. The total floor area of the development is approx. 9,580 sq.m. The National Concert Hall, Real Tennis Court and Iveagh Gardens are designated Protected Structures (References RPS 2425, 2426 and 7791). In order to facilitate the new extension, the following demolitions are required:</p> <ul style="list-style-type: none"> - the existing 450 sq.m two storey stone building which houses a workshop and plant area and ancillary items and a 102 sq.m maintenance shed located in the northwestern corner of the site. A section of the boundary wall along the Iveagh Gardens is also to be demolished, allowing for a new access ramp and steps into the Iveagh Gardens. Within the Real Tennis building the demolition of a 140 sq.m modern internal mezzanine level to facilitate space for temporary displays and the demolition and reconstruction of the existing 200 sq.m single storey section of structure to the south side of the real tennis court are required to enable universal access to the building. The Real Tennis building will be refurbished and restored including the tennis court, stairwell and ancillary spaces. New works will include lobby, toilets, tea station, stairs, lift and ancillary works. Existing windows and roof lights are to be restored and upgraded and the new works will include all other minor/ repair works. The construction of a new underground link tunnel with a single storey glazed box roof light will connect the Real Tennis to the northeast corner of the National Concert Hall building. The refurbishment and restoration work to the north and east wings of the former UCD School of Civil Engineering will include a new entrance to the existing north wing, new fire doors to corridors, new lift core to link all levels and permanent interactive display spaces from basement to second floor, a gift shop, lecture theatre, science demonstration laboratory, classrooms, schools lunch area, offices, new sanitary facilities and additional ancillary accommodation. Refurbishment work will also include the restoration of existing external and internal windows and doors, upgrading of the existing roof and roof lights and all minor/ repair work. All existing plant to be removed from roof and replaced with new plant to be located on both the existing and new roof extension. The new extension will connect to the existing building through a glazed link and will include interactive display spaces, a domed planetarium, an external balcony, café with kitchen, circulation cores and ancillary spaces. Additional plant, toilets and support accommodation will be housed in the basement. The external works will comprise of hard and soft landscaping, lighting, new steps and ramps to facilitate universal access to the existing north wing and Iveagh Gardens, new railings to Iveagh Gardens, bicycle stands, new surface water attenuation, new foul connection and all associated ancillary works on a site area of circa. 0.837 hectares. 	26/02/2016	21/04/2016	YES	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
2353/16	Planning permission for internal adaptations and single and two storey extensions to all elevations, including screened balconies to east and west elevations, enlarged dormer window at first floor/roof level to this gabled dormer bungalow, and widening of the gateway and crossover and raising of boundary walls.	25/02/2016	12/04/2016	YES	Grant Permission
2426/16	Planning permission for the provision of 1no. new two-storey residential unit (c.97sqm) including the demolition of part of an existing two-storey rear extension (c. 100sqm) previously used as ancillary space to a bank premises and the demolition of 1 no. single storey garage (c.23sqm) and associated site works to the rear of an existing two-storey building.	04/03/2016	28/04/2016	YES	Grant Permission
2554/16	<p>The development will consist of the construction of 16 no. residential dwelling units with a total gross floor area of 2,074.16 sq.m in a five-storey residential building (with a maximum building height of 16 metres) with a setback fourth floor penthouse level above a lower ground and basement level to include:</p> <p>(i) 3 no. 1 bed apartments, 1 no. 1 bed with study apartment, 11 no. two-bedroom apartments and 1 no. three-bedroom apartment.</p> <p>(ii) The provision of private terraces / courtyards at lower ground floor and ground floor level and balconies at all upper levels of the building (north, south and west elevations). A private terrace for the penthouse apartment will be provided at fourth floor level and a roof garden at roof level.</p> <p>(iii) The provision of a single level basement car park with vehicular access via a car lift on the ground floor of the southeastern elevation of the building providing for 13 no. private car parking spaces, 1 no. smart car space, 12 no. cycle parking spaces, water storage, plant and attenuation tank. 6 no. cycle parking spaces are also provided at ground level along the northeast boundary. Vehicular access to the car lift entrance is to be provided via existing vehicular access to the Mitchel House apartments from Appian Way.</p> <p>(iv) The removal of a 3.2 metre section of boundary wall and railings along Leeson Street to facilitate the provision to the proposed development with entrance portal feature. The remaining boundary wall and railings along Appian Way and Leeson Street Upper to be retained.</p> <p>(v) The provision of new boundary treatment along the boundary to Mitchel house apartments consisting of 1200mm high stainless steel balustrade.</p> <p>(vi) Temporary construction access to site from Appian Way.</p> <p>(vii) Construction of bicycle and bin store along eastern boundary and associated works to existing boundary wall.</p> <p>(viii) All site development works, hard and soft landscaping and all other ancillary works.</p>	22/06/2016	19/07/2016	YES	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
2693/16	<p>Permission for works to the existing three-storey 2,225m² Secondary School building comprising</p> <ol style="list-style-type: none"> 1) demolition of 72m² of the existing single storey wing containing the existing boiler room and chimney, changing rooms, cloaks and stores 2) the construction of a new 1,440m² single storey extension providing additional accommodation including <ol style="list-style-type: none"> (a) a new entrance, foyer and reception, 3 new classrooms, office and meeting room and ancillary accommodation and (b) a new multi-purpose hall and stage with a maximum parapet height of 12.5 metres, with associated changing rooms, instructor's office, storage areas and ancillary accommodation and services 3) the construction of a new 11m² entrance lobby to the existing hall to the rear of the existing building 4) minor internal alterations and upgrade works to the existing school building including enlarged kitchen to the existing hall and some internal fire safety and services upgrade works including new boiler flues at roof level 5) widening the existing vehicular entrance gate to the site to provide for simultaneous vehicular entry and exit and other associated site works and services. 	15/04/2016	09/06/2016	N/A	Grant Permission
2682/16	<p>PROTECTED STRUCTURE: The proposed development comprises of the following:</p> <ol style="list-style-type: none"> (i) The change of use of Montrose House (circa 674 sq.m gross) from office and administration use in association with RTE use to use as a crèche. (ii) Provision of a single storey extension of circa 77. sqm gross floor space to the north-west of Montrose House to provide an extension to the proposed crèche, to include a roof projection to the south to provide covered outdoor amenity space. (iii) Refurbishment and modifications to Montrose House including works to the exterior of the property and internal modifications to accommodate the crèche, including the provision of a lift and (iv) All associated and ancillary works, including access, drop-off and circulation arrangements for the proposed crèche, provision of an outdoor amenity area for the crèche, provision of 15 no. bicycle parking spaces, and associated boundary treatment and landscaping. 	15/04/2016	09/06/2016	N/A	Grant Permission
2698/16	<p>PROTECTED STRUCTURE: RETENTION: Planning permission for:</p> <ol style="list-style-type: none"> 1) Retention permission for: <ol style="list-style-type: none"> a) 14 no. apartments as built over basement, ground & first floors. 2) Planning permission for: <ol style="list-style-type: none"> a) Continuation of ongoing refurbishment and redecoration works to all apartments, b) Internal alterations required to comply with fire safety regulations, c) Changes to elevational treatment, including provision of roof lights to apartments No. 13 & 14. d) Reinstatement of private car parking & private open space within the grounds of the development and all associated works, all at No's 58 & 59 Leeson Street Upper, Dublin 4. This application relates to a Protected Structure & works within the curtilage of a Protected Structure. 	27/06/2016	22/07/2016	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
2702/16	<p>PROTECTED STRUCTURE: Permission at 117 Upper Leeson St., Dublin 4 a Protected Structure for</p> <p>(a) Demolition of existing lean-to shed (3.5sqm) and construction of a single storey, flat roofed extension to the rear of existing two storey return (14sqm),</p> <p>(b) Refurbishment of existing house comprising the part demolition and removal of a chimney in the rear return at ground and first floor levels (retain chimney over roof line); formation of a new window opening in the side elevation of the rear return; internal alterations to existing building fabric to include interior decorating, new floor coverings on the ground floor of the house and lowering existing floor level to return, alteration of heating, water and electrical services; removal of kitchen from ground floor return and installation of a new kitchen and wc to the ground floor return including new floor and interior decorating; removal of en suite bathroom to 1st floor return and provision of new bathroom to 1st floor return including new floor and interior decorating; installation of new roof lights over new lobby to 1st floor return, over office to 1st floor mezzanine floor and replacement of existing roof light over landing area to 1st floor; alterations to partitions and doors to two storey rear return with new doors to ground floor of house,</p> <p>(c) External conservation and repair work to comprise replacement of existing aluminium windows to front (southwest elevation) with period style timber sash windows and replacement of external windows and doors to rear with timber alu clad windows and doors. Cleaning and repointing of existing brickwork and stone to front elevation with traditional lime mortar and replacement of sand cement render to rear with traditional lime render and</p> <p>(d) Associated drainage, site development and landscaping works.</p>	18/04/2016	10/06/2016	N/A	Grant Permission
2965/16	<p>The erection of 3 no. signs to the corner entrance of the building at junction of St. Stephen's Green South and Earlsfort Terrace. The development will consist of 3 no. pin mounted, LED backlit, anodised aluminium signs. One sign to front onto Earlsfort Terrace and 2 no. signs to front onto St. Stephen's Green South.</p>	25/05/2016	12/07/2016	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3094/16	<p>PROTECTED STRUCTURE: RTÉ intend to apply for planning permission for development at a 2.52 hectare site at the RTE Campus. The application site is located partly within the curtilage of Montrose House, a Protected Structure. The proposed development comprises the following:</p> <p>A new access/egress to the lands from the R138 (Stillorgan Road). The proposed access/egress junction comprises of a two-lane road with footpaths, pedestrian crossings and landscaping, and amendments to existing internal road network at the RTE lands, and will create a new public plaza entrance to the RTE lands;</p> <p>The closure of the existing main (south-easterly) access/egress to the RTE lands from Nutley Lane, except for emergency access, and associated new boundary treatment.</p> <p>Reconfiguration of existing surface car parking area on the RTE lands at the access/egress junction, provision of surface car parking area opposite the existing (proposed to be closed off) Nutley Lane entrance, resulting in the net loss of 25 no. car parking spaces to accommodate the proposed access/egress.</p> <p>The demolition of the existing single storey crèche building on the RTE lands to facilitate the proposed new access/egress.</p> <p>Works to Stillorgan Road, including new westbound right turn lane to RTE lands, new eastbound left turn lane to RTE lands, provision of a new central median, pedestrian crossings, realignment of road markings, new footpaths and cycle lanes, and other associated and ancillary works.</p> <p>All associated and ancillary works, including hard and soft landscaping, new boundary treatment, surface water drainage works, relocation of existing security barriers, and relocation of existing flagpoles from Nutley Lane entrance to new access/egress junction.</p>	16/09/2016	13/10/2016	N/A	Grant Permission
3189/16	Planning permission for the erection of back lit restaurant signage to replace existing signage.	24/06/2016	18/08/2016	N/A	Grant Permission
3604/16	The development comprises the provision of signage to a permitted commercial building including individual, backlit stainless-steel lettering at fascia level on the northern and western elevations; a suspended logo sign comprised of individual, backlit stainless steel lettering displayed over the building entrance at Hatch Street Lower; and two no. plaque signs at ground floor level on both the Hatch Street Lower and Hatch Place elevations. The development also includes a free-standing directional sign on the public footpath at the junction of Adelaide Road and Hatch Place, Dublin 2.	26/08/2016	13/10/2016	N/A	Grant Permission
3612/16	<p>PROTECTED STRUCTURE: Permission is sought for the construction of a Parish Pastoral Centre which will comprise:</p> <p>Change of use of the basement of the two parochial houses and construction of a two-storey extension with basement plant room to the rear with demolition of the existing parish offices building (former national school).</p> <p>The upper floors of the parochial houses to remain as residential (a one bedroom and a two-bedroom priest's apartment).</p> <p>Extension of the parish car park to provide parking for 63 cars with new vehicular entrance from Ailesbury Close and alteration of existing entrance to provide an in-out arrangement with automatic barriers, associated landscaping and site works.</p>	30/08/2016	24/10/2016	YES	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3808/16	PROTECTED STRUCTURE: John and Sandy Wyer intend to apply for permission at this site, restaurant at 126, Upper Leeson Street, Dublin 4 (PROTECTED STRUCTURE). Permission was previously granted (Reg. Ref. 2587/15) for a single storey extension to the rear to provide extra dining facilities, WC and services to existing restaurant. That application proposed a particular layout of plant equipment, water tank and roof lights on the rear extension. These facilities were built in a different configuration. Permission was refused for their retention (Reg. Ref. 2767/16). Permission is now sought to alter these elements so as to provide a more acceptable layout for the plant equipment, water tank, amended roof pitch, roof light, roof vents and boundary treatment with adjoining property.	27/09/2016	24/05/2017	N/A	Request extension of Time
4138/16	Replacement of existing external signage elements with new branding identity to facade. New signage to consist of: a) 2 no. 450 mm high sets of stainless-steel halo illuminated 'AIB' individual letters. b) 1 no. 750 mm x 750 mm Perspex half illuminated 'Logo' projecting sign. c) 1 no. 150 mm high stainless steel non illuminated 'Branch Address' individual letters. d) 2 no. 300 mm x 300 mm aluminum non illuminated 'Logo' plaques.	17/11/2016	16/01/2017	N/A	Grant Permission
4392/16	PROTECTED STRUCTURE: The development will consist of the construction of a two-storey extension at the lower ground floor level & to the rear of the existing three storey dwelling and includes all associated alterations to the existing structure.	20/12/2016	22/02/2017	N/A	Grant Permission
2662/17	PROTECTED STRUCTURE Development to consist of: 1) Demolition of existing single storey return, demolition of existing walls and internal partitions to the rear at lower ground floor level, and planning permission for 2) the construction of new single storey flat roof extension to the rear at lower ground floor level, and full refurbishment and renovation of the existing dwelling including replacement of all electrics and plumbing installations throughout, and all ancillary associated works and landscaping works.	10/04/2017	02/06/2017	N/A	Grant Permission
2799/17	PROTECTED STRUCTURE: Planning permission at 65A Leeson Street Upper, Dublin 4 (Protected Structure) for a single storey extension to rear of house and the following alterations (1) realign front ramp area leading to lower ground floor side entrance. (2) Remove temporary boiler room at lower ground floor level and timber decking. Extend rear patio, incorporating new planting areas. (3) Alterations to lower ground floor including relocation of bathroom/cloakroom, laying new floor, raising height of 2 no. door openings, widening wall opening to new kitchen and relocate gas boiler. (4) Remove step and door/partition along corridor at lower ground floor. (5) Remove partition wall at half landing and close offside window at study return. (6) Fit auxiliary recessed spotlights to ceiling in each of 2 reception rooms at upper ground floor. (7) Renovate existing main bathroom. (8) Convert existing box bedroom at first floor level to bathroom en-suite.	28/04/2017	20/06/2017	N/A	Grant Permission
2807/17	Planning permission is being sought for change of use from retail to cafe/restaurant (59.3 sqm), together with the construction of a first-floor extension (51.7 sqm), alterations to the front elevation, signage, retractable canopies, new connections to mains services and all associated site works.	04/08/2017	31/08/2017	YES	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
2867/17	PROTECTED STRUCTURE: 17 sq.m rear garden room study/bedroom extension, new retaining walls and garden works to rear, internal modifications to lower ground level return, elevational changes to existing rear return glazing, ground works to front garden and yard, and reversion of building use from 3 units to original main house over lower ground floor unit.	09/05/2017	03/07/2017	N/A	Grant Permission
3413/17	The proposed development is to reconfigure, refurbish and extend the existing clubhouse building adding a new level of accommodation as follows: 1) Reorganisation of accommodation at ground floor and construction of extensions comprising lobbies, servery, store and stairs. 2) Refurbishment of the lounge and dining rooms at first floor level, extended to incorporate some of the existing terrace and providing entrance lobbies from the terrace. 3) Construction of tournament control office and stairs accessed from an extended terrace at first floor level. 4) Demolition of structures at second floor level and reconstruction of external walls to enclose new flexible multi-purpose rooms, with toilet rooms in place of an existing roof terrace. 5) Removal of tiered stadium seating at third floor level and construction of a new floor level to accommodate a gymnasium with changing rooms and staff accommodation. 6) Louvered plant enclosure wall at third floor level.	14/07/2017	07/09/2017	N/A	Grant Permission
3686/17	PROTECTED STRUCTURE: PERMISSION & RETENTION, Permission was previously granted (Reg. Ref. 2587/15) for a single storey extension to the rear to provide extra dining facilities, WC and services to existing restaurant. That application proposed a particular layout of plant equipment, water tank and roof lights on the rear extension. These facilities were built in a different configuration. Permission was refused for their retention (Reg. Ref. 2767/16) Permission is now sought to alter these elements so as to provide a more acceptable layout for the plant equipment, water tank, amended roof pitch, and boundary treatment with adjoining property. Permission for RETENTION is sought for 1 no. roof light and roof vents.	14/02/2018	09/03/2018	YES	Grant Permission and Retention Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
4494/17	<p>Development comprising:</p> <p>1) Demolition of existing single storey commercial units comprising Nos. 25-27 Donnybrook Road and Nos. 1-3 'The Crescent'; and</p> <p>2) The construction of a 6-storey (16 metre high) over basement, 78-room contemporary hotel comprising the following main elements:</p> <p>i) hot and cold-water storage, floodwater tank and plant room at basement level;</p> <p>ii) hotel entrance, lobby/ reception and bar area (108 sq.m), restaurant and bar (175 sq.m) with terrace dining/ seating, meeting room/ private dining room (33 sq.m), kitchen, toilets, service areas, ESB substation, plant room and staff facilities at ground floor level.</p> <p>iii) provision of 78 no. hotel bedrooms at first, second, third, fourth and fifth floor levels with 43 no. bedrooms served by balconies screened with timber panels on the side (west facing) and rear (south facing) elevations; and</p> <p>iv) additional incidental space to be provided in the form of internet/ study space at third and fourth floor level to the rear (south facing) elevation.</p> <p>3) Other works proposed as part of the development include provision of a taxi set down/ drop-off area from Donnybrook Road.</p> <p>v) service yard with bicycle parking spaces accessed via 'The Crescent';</p> <p>vi) roof plant.</p> <p>vii) facade treatments to include brick and glazing detail with timber screen panels on side (west facing) and part-rear (south facing) elevations.</p> <p>viii) screen planting; and landscaping.</p> <p>ix) SuDs drainage.</p> <p>x) signage and</p> <p>xi) all associated site works necessary to facilitate the development.</p>	19/07/2018	15/08/2018	YES	Grant Permission
2338/18	<p>PROTECTED STRUCTURE; No. 41 Leeson Street Lower change of use from 7 no. bed sitter apartments and basement office to a single occupancy office; (b) the construction of a 2.0m high stone garden wall with stone capping dividing the property into two separate properties; (Note: There will be exempted development repairs and renewals)</p> <p>41 Leeson Place; the refurbishment of the existing mews to Leeson Lane including the conservation of the existing courtyard walls gat piers to Leeson Place with the adjustment to internal layouts to provide an open plan space at ground floor level and bedrooms at first floor level and the removal of sections of the existing pitched roof to form a new clad access corridor and bedroom overlooking the courtyard at second floor level.</p>	14/06/2018	11/07/2018	N/A	Grant Permission
2445/18	<p>Permission for the demolition of storage shed & conservatory to rear and chimney to side; construction of ground floor single storey extension with rooflights to side and rear; new porch roof to front elevation with new hipped roof over converted garage to side, new rooflight to main roof to side, removal & alterations of side windows, widening of entrance gateway to front of 2-storey semi-detached dwelling and all associated site works.</p>	07/03/2018	30/04/2018	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
2558/18	<p>PROTECTED STRUCTURE: Planning Permission is sought for</p> <ul style="list-style-type: none"> - Demolition of existing original three storey return and two storey modern extension to rear, - Construction of new three storey extension to the rear, - Refurbishment of lower ground floor level including replacement of existing contemporary staircase and construction of new stud partition in kitchen, removal of column and beams in kitchen area, construction of new stud partition separating family room and hall, widening of existing door opening at rear to 3400mm, associated electrical, plumbing and decorative works, - Insertion of new shower room over main staircase accessed via new stairs from top landing with new window to rear elevation, - Demolition of existing lean-to car port to rear and construction of shed/ car port at rear with roller shutters to lane and landscaping works to rear garden. 	09/11/2018	06/12/2018	YES	Grant Permission
2958/18	<p>PROTECTED STRUCTURE: Planning permission is sought for works to three interconnected buildings, all Protect Structures. Works to No. 72 include At lower ground floor level: Refurbishment of existing bathroom including addition of three cubicles, widening of existing opening in bathroom, relocation of replacement door and reconstruction of modern stud wall to bathroom, widening of existing interlinking door opening with No. 74 and insertion of new fire door, and removal of plywood fence in rear garden. At upper ground floor level: new interlinking openings to No. 74; in hall with concealed fire curtain and on return landing with partially glazed door, replacement of existing fire-door of return landing, removal of non-original WC on return landing, break-out window below cill level to form new door opening to access fire escape, and installation of steel fire escape stair on rear facade. At first floor level: Remove modern glazed fire lobby screen and replace with new pass-through interlinking door opening to No.74 between front classrooms, new interlinking openings with glazed doors to No. 74: between return landings and between office and library, and replacement modern fire door to No. 74 on main landing. At second floor conversion of return room to a bathroom, removal of modern fire lobby wall and replace with new pass-through interlinking door opening to No. 74 between front classrooms, new interlinking openings with partially glazed doors to No. 74: between front classrooms, between return landings and between office and library, new opening with double bi-folding doors between front and rear classrooms and replacement of existing flush fire door with partially glazed fire door. At third floor return level: Widening of existing door opening on return landings and new interlinking opening with partially glazed door to return landing of No. 74. Works to No. 72 also includes the enhancement of fire protection between floors, replacement of modern floor tiles, restoration of floorboards, internal painting and decorating, painting of rear facade, restoration of front railings and any ancillary contingent works. Works to No. 74 include; At lower ground floor level: New window opening to bathroom, new door opening to courtyard, removal of existing modern double doors and instatement of window matching original, refurbishment of existing bathroom including altered layout of modern stud walls, removal of door and widening of existing opening to lobby, relocation of door opening to classroom with new glazed door, replacement of modern doors to staff room and kitchenette and side door below front steps, widening of openings to kitchen, dining room and interconnecting door to No. 74, and replacement of modern floor tiles and carpet. At upper ground floor new interlinking openings to No.72; in hall with concealed fire curtain and on return landing with glazed door, remove modern WC from return landing and reinstate door opening to office in original position, new fire lobby screen</p>	19/07/2018	01/08/2018	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>to return landing, new opening between hall and reception with concealed fire curtain, widen existing interlinking opening to No. 76 and replace modern door, new door opening between reception and hall of No. 76, remove modern floor tiles from entrance hall and restore floorboards, breakout window below cill level to form new door opening to access fire escape, and installation of steel fire escape stair on rear facade. At first floor installation of new interlinking openings with glazed doors to No. 72: between return landings and between office and library, new pass-through interlinking door openings between front classrooms to No. 72 and to No. 76, replace modern fire-door to No. 72 on main landing , at second floor conversion of return room to a bathroom, remove modern fire lobby wall and replace with new pass-through interlinking door openings to No. 72 and No. 76 between front classrooms, take down modern stud wall and rebuild in new location with new door opening, block-up existing modern door opening, and reverse swing of existing door to stairwell of No. 76. At third floor return new interlinking opening with partially glazed door to return landing of No. 72. Works to No. 74 also includes the enhancement of fire protection between floors upgrading of mechanical & electrical systems, fire detection, emergency lighting & signage, replacement of modern floor tiles, restoration of floorboards, refurbishment of existing doors, internal painting and decorating, painting of rear facade, restoration of front railings and any ancillary contingent works. Works to No. 76 include at lower ground floor level: widening of openings to kitchen, dining room and interconnecting door to No.74, new partition between refurbished kitchen and dining room, new door opening to courtyard. Removal of existing modern double doors and instatement of window matching original, refurbishment of existing bathroom including new layout, removal of door and widening of existing opening lobby, relocation of door opening to classroom with new glazed door, replacement of modern doors to staff room and kitchenette and side door below front steps, replacement of modern floor tiles and carpet, at upper ground floor level: Removal of modern water tank storage structure and it's exposed concrete block supporting walls, replacement structure with brick finish and natural slate roof, widen two existing interlinking openings to No. 74 and replace modern doors, new door opening between hall and reception of No. 74, remove modern floor tiles from entrance hall and restore floorboards, at first floor level: New pass-through interlinking door opening to No. 74 between front classrooms. At second floor level: new pass-through interlinking door opening to No. 74 between front classrooms and new opening with double bi-folding doors between front and rear classrooms. Works to No. 76 also includes the enhancement of fire protection between floors, upgrading of mechanical & electrical systems, fire detection, emergency lighting and signage, replacement of modern floor tiles restoration of floorboards, refurbishment of existing doors, internal painting and decorating, painting of rear facade, restoration of front railings and any ancillary contingent works. The application also includes the replacement of a sign 600mm behind front railings at the boundary of Nos 74 and 76; dimensions: 2000 x 400mm, total height above ground of 2.1m above ground and for plaque fixed to the facade adjacent the front door of No. 74; dimensions 750 x 537mm.</p>				

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3047/18	Planning permission for a residential development of 94 no. apartments (and a ground floor cafe of c. 67 sq. m) all on a c. 0.38 hectare site. The proposed development will consist of: 1) Demolition of existing 6 no. two storey dwellings and ancillary structures; 2) Construction of a residential development of 94 no. apartment comprising 15 no. 1 bedroom apartments, 62 no. 2 bedroom apartments and 17 no. 3 bedroom apartments (all apartments to have balconies or roof terraces), with an overall height of 7 storeys (over basement/part second basement level) at junction of Eglinton Road and Donnybrook Road, reducing in height to 5 and 4 storeys along Eglinton Road and (5-7 storeys) along Donnybrook Road, and 3 storeys along Brookvale Road. 3) Provision of ancillary areas (residents meeting room/lounge with terrace, management area) at ground floor level; 4) Ground floor cafe of c. 67 sq. m at ground floor level onto Donnybrook Road with terrace and signage zone of c. 2 sq. m); 5) Vehicular access will be provided from Brookvale Road into basement levels which will provide 100 no. car parking spaces (including car stacker system), 5 no. motorcycle spaces and 94 no. cycle spaces and all ancillary areas (to include plant, storage and attenuation); 6) The development includes all associated site development works, hard and soft landscaping (to include 20 no. cycle spaces at ground floor level) and all other ancillary works to include provision of an internal communal landscaped open space area at ground floor and deck area at fourth floor level on western boundary; 7) Provision of hoarding around site boundary (with scheme advertisement zone c. 302.25 sq. m along Eglinton Road and Donnybrook Road) during construction phase.	17/12/2018	22/01/2019	N/A	Grant Permission
3100/18	The development will consist of the following: (1) demolish existing attached single storey garage, (2) Construct new 2 storey extension with garage at ground floor and bedroom at first floor and (3) all ancillary site services.	24/05/2018	17/07/2018	N/A	Grant Permission
3237/18	The development will consist of: (1) Demolition of existing rear extension, generator, temporary storage structure, removal of existing tree and associated site preparation works. (2) Permission for 139m2 single storey glass and timber retail extension with sale of hot food and hot drinks for consumption on and off premises. (3) Permission for 10m2 single storey extension for new fridge with flat roof. (4) Reduced bin store / service yard with new enclosure and change of use of 82m2 of rear courtyard to partially sheltered external seating for consumption of hot food and hot drinks including alternative public access through existing service route. (5) Concrete retaining wall to rear boundary and extension of existing block boundary walls in place of current fencing. (6) All associated site and drainage work required for the construction and usage of the proposed building.	03/12/2018	08/01/2019	N/A	Grant Permission
3677/18	PROTECTED STRUCTURE: Planning Permission is sought for new single storey extension to ground floor at rear and new timber screening and new stairs access to existing roof terrace to rear	24/10/2018	19/11/2018	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
2040/19	PROTECTED STRUCTURE: Planning permission for: Demolition of lean-to outbuildings to rear. Remove non-original fittings and partitions on all floors. Construction of new single storey extension (16m ²) to rear of the existing house. Reduce basement return floor level by 450mm to achieve a habitable room height (2.4m.). Replace non-original concrete basement slab with new slab and floor finishes. Form new and enlarge openings in existing walls in basement and first floor. New partitions to upper return levels and first and second floor. Breathable dry lining (calsitherm to basement walls and Woodfibre elsewhere) internally with lime plaster finish to selected external walls without decorative plaster. Repairs to slate roof with replacements, where required, to match existing on a like for like basis. Repair and draught proof original timber sash windows and external doors including door case and fanlight. Re-pointing of Leeson Street brick facade and chimneys with lime mortar. Renewal of lime render where failed or poorly repaired. Replacement of mechanical and electrical services. Rationalise waste pipes and rainwater pipes and replace with cast aluminum where damaged of PVC. Repair of lime plaster and decorative plaster internally. Remove non-original fire surrounds, relocate and repair original fire surrounds to principal rooms. Install new built-in fittings. Redecoration of house on completion. Improve access to front basement area by removing one plinth stone and repairing existing gate in railings. Landscaping to the front and rear and associated site works.	11/01/2019	05/03/2019	N/A	Grant Permission
2239/19	Permission for the provision of a single dwelling at 12 Sussex Road, Dublin 4. The development consists of the demolition of an existing single storey commercial premises and the construction of a three storey, semi-detached dwelling, including 2 no. roof terraces facing the street, a row of roof lights over first floor to the rear and associated site works.	11/02/2019	03/04/2019	N/A	Grant Permission
2326/19	The development will consist of permission for demolition of existing house and replacement with 2 no. 4 bedroom, 3-storey detached houses, new access to the N11 Stillorgan Road and all associated ancillary site works.	24/05/2019	20/06/2019	N/A	Grant Permission
3162/19	The development will consist of the erection of 3 no internally illuminated, aluminum fret cut fascia "Energia Park" stadium branding signs comprising: 1 no. stadium branding sign (6m length x 1.2m height) fronting onto Donnybrook Road elevation, affixed to the existing steel frame over the eastern turnstile entrance, adjacent to the Old Wesley Rugby Football Club Pavilion; 1 no. gable-end sign (6m length x 3.4m height) to be installed on the north-western gable end of the Donnybrook Road Stand and 1 no. gable-end sign (6m length x 3.4m height) to be installed on the south-eastern gable end of the Donnybrook Road Stand, within the Stadium ground.	17/12/2019	20/01/2020	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3267/19	The development will consist of the demolition of the existing single-storey commercial building, change of use to residential, and the construction of a terrace of three, three-storey, two-bedroom dwelling houses with a total gross internal floor area of 295.2m ² (98.4m ² per unit). The terrace has a maximum parapet height of 9 metres with setbacks to the upper level on the Leeson Street Upper, Swan Place and Morehampton Square facades. The provision of private open space is accommodated for each house at the upper level, with three individual loggias facing Swan Place and a planted terrace addressing Leeson Street Upper. No vehicular parking is to be required but two bicycle parking spaces are located within each unit. Bin storage is also accounted for within each unit, externally accessed. A new one-metre-wide footpath is to be created along the full length of the Swan Place facade, for public use, allowing pedestrian access to each of the three dwellings and to Swan Place generally. All associated hard landscaping and site works are to be included.	10/10/2019	06/11/2019	YES	Grant Permission
3961/19	The development will consist of the partial demolition of the existing 3-storey mid-terrace building and rear extensions, while retaining the existing basement, 3-storey front facade, gable wall and chimneys, and the construction of 2no. 3-storey buildings. Block A, fronting Morehampton Road and incorporating the existing facade, gable and basement, will contain 2no. 2-bed duplex apartments over a 128sqm ground floor retail unit with new shopfront and signage, over basement store. Block B, to the rear of the site will contain 2no. 2-bed duplex apartments over a ground floor 3-bed apartment. Both blocks will contain balconies and roof solar panels. Block B will contain 4no. roof lights. The residential development will be accessed via a new pedestrian entrance on Morehampton Road, while the existing entrance on the lane leading from Marlborough Road will be replaced with a new pedestrian service entrance/exit. A new raised courtyard will be provided at first floor level of Block A. Bin Stores, a bicycle shelter and 15no. bicycle spaces will also be provided, along with landscaping and associated site works.	14/11/2019	10/12/2019	YES	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
2489/20	<p>PROTECTED STRUCTURE: Planning permission for a 60-no. bedroom hotel at Hatch Hall (Protected Structure) Ref: 3642), 28A, Hatch Street Lower, Hatch Place and Hatch Lane, Dublin 2, D02 TF34 on a gross site area of 0.2242 ha. Hatch Hall currently ranges in height from 3 no. floors to 5 no. floors. The proposed development will consist of the following:</p> <ul style="list-style-type: none"> • Refurbishment of Hatch Hall and its change of use from residential institutional use to hotel use. The proposed hotel development includes 2 no. bars, lounge and hotel shop. The conversion of the former chapel building to meeting room/restaurant. The proposal involves alteration and conservation works to the existing fabric including amendments to the internal layout of the building, including the removal of internal partitions and screens to provide for bedrooms and the addition of a lift core. On the southern and eastern sides of the internal courtyard, a single storey glazed extension shall wrap around the protected structure, adjacent to the outdoor terrace. Openings shall be created at the southern side of Hatch Lane at first floor level (internal to the courtyard) to provide access to ground floor roof level for use as terrace. An enclosed fire escape from the upper floor of the chapel building shall be provided to the courtyard. • Demolition of a section of the existing 3 and 4 no. storey building at the junction of Hatch Lane and Hatch Place and construction of an 8-no. storey extension, with plant at roof level; • An additional floor is provided on the existing 4 no. storey Hatch Lane elevation, setback from the existing edge. • Provision of 2 no. levels of basement. The second basement level will accommodate plant; welfare facilities, and storage, with kitchen, administration, gym and associated facilities at the first basement level. A fire escape corridor shall be provided to the courtyard. • The existing pedestrian entrances are retained from Hatch Street Lower and Hatch Place. A new pedestrian entrance is provided from Hatch Lane. New delivery goods accesses/service entrances are provided from Hatch Place and Hatch Lane and new fire escape doors are provided from Hatch Lane. • 8 no. bicycle spaces for visitors and 12 no. bicycle spaces for staff will be provided. • Works to the public road and footpaths shall be undertaken to provide for a new drop-off area to the front of the proposed hotel and provision of additional 8 no. bicycle spaces for visitors. A glazed canopy over the entrance to the proposed hotel will be provided. • Green roofs shall be provided over the fire escape corridors, adjacent to the former chapel, at fifth floor over the additional floor and at 8th floor in the new extension. • Landscaping works shall be carried out to the internal courtyard. The proposal also includes for all associated site development works, including substation accessed off Hatch Place. <p>The proposed development will have a Gross Floor Area of 7,292 square metres.</p>	15/02/2021	12/03/2021	YES	Grant Permission
2538/20	<p>Planning permission for a new two storey extension to rear, alterations to roof, attic conversion, new rear dormer roof window, full repairs, refurbishment and all associated site works.</p>	20/03/2020	30/06/2020	YES	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
2921/20	The development will consist of reconfiguring and extending to change from 1no. 4 bedroom dwelling house over 2 storeys (area : 146 square meters) to 2no. 2 bedroom apartments (area apartment 1: 83 square metres, area apartment 2 : 103 square metres). Works include; retention of existing stone front and rear elevations; and internal demolitions; addition of clerestory windows at first floor level onto Stillorgan Road; new internal brick elevations with modern fenestration including internal winter garden; change existing pitched hipped roof to flat roof; retention of existing pedestrian entrance onto Stillorgan Road to serve apartment 1; retention of existing pedestrian and vehicular entrance and retention of one existing car parking space with addition of vehicular turntable to serve apartment 2.	26/06/2020	20/08/2020	N/A	Grant Permission and Retention Permission
WEB1608/20	External signage to the north elevation of previously approved office building (Reg Ref 3068/15). The signage will consist of: 1. New 170mm high back-lit stainless steel individual lettering to stone band above ground floor windows. 2. New logo lightbox in existing front window measuring 1675mm high by 1155mm wide. 3. Two new 500mm high backlit logos and lettering mounted to existing stone-clad reveals at main entrance.	08/09/2020	02/11/2020	N/A	Grant Permission
3441/20	Permission for a) Proposed change of use of the ground floor of the former St. Vincent's Hospital doctors sleeping quarters to function rooms, kitchen, bin store and sanitary facilities associated with the existing public house, b) Alterations to existing public house consisting of the relocation of the sanitary facilities, c) Extension, linking buildings, containing universal WC and associated alterations, d) Alterations to ground floor facade to Leeson Lane to accommodate new exit to building to the rear of 100 Leeson Street Lower fronting onto Leeson Lane, Dublin 2.	24/09/2020	18/11/2020	N/A	Grant Permission
3468/20	Permission for development at this c.0.07 ha site. The development will consist of the demolition of the existing 121 sq m habitable house and the construction of a 2 no. storey 491 sq m creche facility. The development will include the provision of internal circulation areas and all ancillary staff facilities and staff offices; plant; green roof; boundary treatments and landscaping; signage and ancillary play area and all associated site works above and below ground. (A concurrent planning application will be lodged with Dun Laoghaire-Rathdown County Council in relation to the adjoining lands to the east, where vehicular access; landscaping; ancillary car and cycle parking, all serving the proposed creche, will be provided.)	01/02/2021	26/02/2021	YES	Grant Permission
3513/20	Planning permission is sought for development comprising: (i) The demolition of the existing single storey buildings at 25-27 Donnybrook Road and Nos. 1-3 The Crescent, Donnybrook, Dublin 4; (ii) The construction of an 8-storey mixed-use development consisting of the following uses: (a) 49 no. build-to-rent apartments, comprising of 44 no. one-bed apartments and 5 no. two-bed apartments (access from 1-3 The Crescent) and served by Resident's Communal amenity area comprised of external 256sqm (including roof terraces at 4th and 5th floors); Residents internal amenity area comprised of 142sqm gymnasium at Ground Floor; (b) 231sqm retail space at Ground Floor (access from 25-27 Donnybrook Road). The development features 84 no. bicycle spaces; a refuse storage, a plant room and an ESB substation (all located at Ground Floor); landscaping and all associated site development works.	28/01/2021	24/02/2021	YES	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3954/20	<p>PROTECTED STRUCTURE: Planning permission for development on this site of 0.27ha area approximately at The Molyneux Home, Leeson Park, Dublin 6 (a protected structure RPS Ref. 4348 will consist of:</p> <p>(1) the construction of three 76m² 2 storey 2-bedroom terraced dwelling houses to the southeast of the Molyneux Home and to the east of the colonnade 228m² total area,</p> <p>(2) new windows and gated openings in the colonnade wall,</p> <p>(3) the relocation of bin, bike and gardeners store attaching to previously granted permission ref: 3349/19, ABP-306552-20,</p> <p>(4) provision of 3 no. residents surface car parking spaces,</p> <p>(5) landscaping treatments and drainage and utility connections.</p>	01/04/2021	28/04/2021	N/A	Grant Permission
2244/21	<p>Planning permission for development on lands (c. 0.11 ha) at the junction of Donnybrook Road and Brookvale Road, Donnybrook, Dublin 4. The subject site is currently occupied by the "Circle K" petrol filling station and is bound by Brookvale Road to the north and west, Donnybrook Road to the east and an existing motor garage to the south. The development will consist of the demolition of the existing structures on site and construction of a twelve storey (c. 39.5m.) over basement building (c. 8,930 sq.m. total GFA including basement of c. 877 sq.m.) with retail and cafe/restaurant use (c. 570 sq.m.) at ground floor level and "Build to Rent" residential use at 1st to 11th floor levels (c. 7,428 sq.m. including ground floor entrance).</p> <p>The proposed development will comprise:</p> <ul style="list-style-type: none"> - Demolition of the existing petrol filling station and associated structures on site c. 58 sq.m.; - Construction of 84 no. 'Build-to-Rent' apartment units over 12 no. storeys with a dwelling mix of 1 no. studio unit, 51 no. 1 bed units, 32 no. 2 bed units. - Provision of private open space in the form of balconies/terraces to all individual units. - Provision of 1 no. retail unit and 1 no. cafe/restaurant unit at ground floor level c. 570 sq.m. GFA with pedestrian access from the northern and eastern elevations. - Provision of outdoor communal terraces at 1st and 2nd floor level on the southwestern elevation of the building, at 8th floor level to the south of the building and at 11th floor level to the west of the building. - Additional setbacks at 7th floor level from the southwest elevation and 8th floor from the eastern elevation of the building. - Provision of 6 no. car parking spaces (1 no. accessible space, 2 no shared Go Car spaces and 3 no. residential spaces), 190 no. bicycle parking spaces and 2 no. motorcycle parking spaces at basement level. - Separate vehicular and bicycle lifts accessed via Brookvale Road to provide access to the proposed basement. - New pedestrian access to the residential element from the northern elevation. - Provision of internal communal residential amenities and facilities. - Provision of bin storage, switch room and substation at ground floor level of the western elevation, plant at roof level concealed by the building's parapet, hard and soft landscaping and all associated works to facilitate the development. 	18/02/2021	14/04/2021	YES	Grant Permission
2560/21	<p>PROTECTED STRUCTURE: The development will consist of construction of a new single storey ancillary residential building to the rear of the back garden to be used for gym and recreational purposes (16.7 sqm) and all associated ancillary, conservation, landscaping and site development works.</p>	09/04/2021	03/06/2021	N/A	GRANT PERMISSION

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
2962/21	Planning permission for the development to include demolition of existing single storey extensions to rear and side, construction of new single and two storey extensions to rear and ancillary internal alterations, replacement of windows throughout and extension and alterations to existing garage to rear to provide double garage and home office.	15/06/2021	28/07/2021	N/A	GRANT PERMISSIO N
3117/21	PROTECTED STRUCTURE: Planning permission for development at a site of c. 0.05 hectares at No. 8 Leeson Close and 29 Fitzwilliam Place, Dublin 2. No. 29 Fitzwilliam Place is a protected structure (RPS No. 2780) The proposed development comprises: 1. demolition of non-original two storey office mews building. The existing side boundary walls which will be retained. Demolition of existing redundant oil tank & enclosure to rear garden, 2. construction of a 3 storey over basement dwelling including setback at first floor (second storey) to front (northwest) elevation and setback at first floor (second storey) to part of the side (north east) elevation, 3. the provision of 2no. car parking spaces. One space to be provided at basement level via a scissors lift and one space to be provided within the curtilage of the proposed dwelling at ground floor level accessed from Leeson Close, 4. the provision of private open space, second floor terrace on rear (southeast) elevation, 5. all other associated landscaping and ancillary works. No works are proposed to No. 29 Fitzwilliam Place.	08/07/2021	09/12/2021	N/A	Request Extension of Time
3204/21	Planning permission for development at the Conrad Hotel, Earlsfort Terrace, Dublin 2, D02 V562. A portion of the application site also fronts onto Leeson Street Lower. To the north of the site, is the St. Stephen's Green House office complex. To the south of the site is the Earlsfort Centre office complex, and to the east of the site are the offices fronting onto Lesson Street Lower including Ormonde House, with the National Concert Hall opposite, to the west. The proposed development comprises upgrades works and extension of the existing hotel, including: (i) Provision of new façade and elevational upgrade works to the existing hotel; Minor extensions to the existing building footprint and internal modifications to hotel facilities including revisions to food and beverage provision, café with street hatch, new wellness centre, meeting/conference facilities, back of house and ancillary facilities; (iii) Replacement of ballroom/event space and portion of the basement with new multi-use event space across two floors and 7 no. storeys of new hotel accommodation above (8 storeys total) above basement level; (iv) Provision of additional floor (hotel accommodation) to existing hotel providing for a 9 no. storey building over basement and lower ground floor; (v) The proposal includes a two level roof top bar terrace to Earlsfort Terrace; (vi) The development overall increases the GFA from 14,405 sq.m. to 20,486 sq.m. and increase the no. of hotel rooms from 192 to 280; (vii) Access to the multi-use event space from Leeson Street Lower; (viii) Reduction in car parking from 87 no. to 60 no.; (ix) A new pedestrian access point to Leeson Street Lower; (x) All associated works, site development, demolition and construction work and consequential revisions to the existing hotel internally and externally.	22/07/2021	15/09/2021	YES	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3562/21	<p>Planning permission for development at a 0.092-hectare site at the junction of Appian Way and Leeson Street Upper, Dublin 6 (adjacent to No. 1 Leeson Street Village and the Mitchel House Apartments).</p> <p>The development will consist of the construction of a 10 storey over lower ground floor building with set back at ninth floor level (c.3,083 sq.m. total GFA), residential amenities and services at ground floor and ninth floor level.</p> <p>The proposed development will comprise:</p> <ul style="list-style-type: none"> •Construction of 44 no. 'Build-to-Rent' apartment units over 10 no. storeys with a dwelling mix of 29 studio and 15 one-bed units. •Guest suite with 2 No. visitor rooms at lower ground level. •Provision of private open space in the form of balconies or terraces to all individual units to all elevations. •Landscaped garden on the northern corner of the site at ground floor level. •Provision of outdoor communal terraces and residential amenity in setback ninth floor level. •Provision of 66 No. bicycle parking spaces is provided including 16 No. visitor spaces externally and 50 No. within a dedicated bicycle storage room at ground floor level. •Pedestrian and cyclist access is provided to the northeast of the site via Leeson Street Upper and to the southwest via Mitchel House; •Other ancillary residential amenities such as reception, parcel lockers, management facilities, bicycle storage and bin storage. •Provision of switch room and substation at ground floor level of the north eastern elevation, plant at roof level, photovoltaic panels, hard and soft landscaping, bin storage and all associated works and infrastructure to facilitate the development. <p>The proposed residential development is a "Build to Rent" scheme in accordance with Specific Planning Policy 7 and 8 as set out in the "Sustainable Urban Housing: Design Standards for New Apartments 2020".</p>	24/09/2021	18/11/2021	YES	Grant Permission
3906/21	<p>Permission is sought for the following; a new revised glazed shopfront with a single door, construct a single storey pitched roof extension to the rear of the existing building for storage, incorporating new a smaller roller shutter type access door and pedestrian gate onto the rear lane and to change the use from vacant financial commercial unit on the ground floor of this three storey mid terrace building to a pet related retail/reception to the front of the unit and veterinary clinic to the rear of the existing unit and associated internal modifications.</p>	19/11/2021	21/01/2022	YES	Grant Permission
4148/21	<p>Planning permission for the development will consists of alterations and extensions to the existing dwelling to provide a 5-bedroom two storey over basement family home. The works include demolition of single storey garden shed (c.31.8m²); construction of part single storey and part two storey over basement extension to north east elevation; alterations and extension to existing attic level including new roof lights and dormer window to rear; new single storey garden shed to west boundary; internal refurbishment and remodeling works to existing dwelling all associated landscaping, boundary treatments, SUDS drainage and all other ancillary site development works necessary to facilitate the development on site.</p>	14/06/2022	11/07/2022	N/A	Grant Permission

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3386/22	The development will consist of the demolition of the existing 5-storey office/residential building on site (the total area for demolition is 2,910 sq.m.) and the construction of a new residential scheme on 11 floors at a height of 42.1m above ground level over an existing and extended basement. The residential development will comprise 20 no. 3-bed units all with winter gardens, communal roof garden and winter garden, terraces at fifth and seventh floors, residential amenity space at ground floor including meeting room, concierge and gym. 20 no. car parking spaces including 2 no. wheelchair accessible spaces at basement level, as well as 1 no. motorcycle space and 22 no. bicycle spaces and bin store. A further 6 no. bicycle spaces will be provided at ground floor level. The development will be served via the existing vehicular access point from Eglinton Road which will be widened, along with a new pedestrian entrance from Eglinton Road. The associated site and infrastructural works include provision for water services, foul and surface water drainage and connections, all landscape works, boundary treatment and electrical services including an ESB minipillar and all associated works above and below ground. The site is located within a Conservation Area.	09/06/2022	06/07/2022	N/A	Grant Permission
3586/22	RETENTION: Retention permission for single storey extensions to the rear and side (total floor area c.51 sq.m.).	24/03/2022	18/05/2022	N/A	Grant Retention Permission
5359/22	The development will consist of the replacement of the existing scrolling internally illuminated double sided 'Metropole' advertising display case with a double sided digital advertising display case and associated works.	02/12/2022	N/A	N/A	Pending
5010/22	"PROTECTED STRUCTURE: The works include the removal of the two storey prefabricated buildings on the northern side of the campus to facilitate the construction of a new two storey over basement building parallel to and with a high level glazed link to the existing Chapel/Gym. This new building is to incorporate a Fitness Suite and Technology Room at basement level, a new Canteen at ground floor level and Classrooms with associated Office at first floor level. Solar panels are to be installed on the roof of this building, The existing Chapel/Gym building is to be modified internally to provide student Social Space at the western end and a tiered Lecture Theatre at the eastern end. Specific modifications to this building will include the addition of toilet facilities under the gallery at the western end, the creation of new under window cill access's midway on the northern and southern facades to link the proposed Social Space to both the Canteen and to a new external landscaped area. In addition, glazed roof lighting is to be provided in the central bay together with double doors in the eastern gable to provide access from the upper level of the Lecture Theatre to the first floor level of the Classroom blocks. The existing three storey Canteen and Classroom Building in the south/east corner of the campus is to be demolished to make way for a new three storey over basement building incorporating a new Gym with equipment storage rooms at basement level, 6 Classrooms at first floor level and 2 Classrooms and 2 Science Rooms at second and third floor levels. Plant rooms are to be located at basement and ground floor level at the western end to include direct access to Stable Lane. Other ancillary spaces, including Toilets, Locker Areas and Science Preparation Rooms, are to be provided at each level as appropriate. To facilitate means of escape from the new basement Gym, a staircase is also to be provided at the western end to give direct escape to Stable Lane. Escape doors are to be provided on the eastern end to Quinn's Lane from the stair core between this building and the existing Examination Hall. There are no works envisaged to this Examination Hall. For connectivity, a Tunnel is to be constructed from the existing Administration/Classroom Building on the northern side to provide direct access to	10/10/2022	01/12/2022	N/A	Additional information requested

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>the stair and lift cores in this new building from the Changing Rooms in the basement of this existing building and to the proposed fitness suite. In order to construct a Student Entrance to the overall new facility, modifications will be required to the western end of the existing Administration/Classroom Building. 89 and 90 Leeson Street Lower are to be refurbished for use as Administration and support Offices to the school. The adjoining houses, 91 and 92 Leeson Street Lower are to be refurbished to provide a total of 10no. apartments consisting of 1no. one bedroomed apartments in each house at basement, ground and first floor levels and 2no. two bedroomed apartments in each house at second + third floor levels with other associated ancillary uses in the two storey over basement return building at 92. Numbers 89, 90, 91 and 92 Leeson Street Lower are Protected Structures - ref. numbers 4444, 4445, 4446 and 4447 in the DCC Record of Protected Structures. The works will include the removal of all subterranean ancillary extensions to the rear of 89 to 92 to create a soft landscaped garden for the full width of the houses for use by staff and students to the rear of 89 and 90 and to provide private open space for the residential units in 91 and 92. The western gable wall of the Chapel/Gym building is to be linked to the existing student access corridor from Leeson Street Lower by way of a fully glazed suspended bridge over the new landscaped garden. Other ancillary works are to include some internal modifications to the classroom block and to the stand alone Junior School building together with extensive on site landscaping. A temporary construction access is to be formed from Quinns Lane to the site for the duration of the build."</p>				

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
5015/22	<p>"PROTECTED STRUCTURE (RPS No.:4426): The development will consist of:</p> <ol style="list-style-type: none"> 1. A change of use from office to multi-unit residential use. The proposed development will consist of 6 no. apartments, 2 no. x 2 bed apts., 3 no. x 1 bed apts. & 1 no. duplex studio within a 4 storey over basement terraced Georgian building. 2. Alterations & extension to rear return at first and second floor return levels to accommodate duplex studio. Extended area = 11.6 m2. Alterations proposed will reduce parapet height to existing 4-storey return and provide for a small glazed / screened terrace for the studio apt. 3. Alterations to front basement stairwell access and iron railings to provide for new stair access to basement apartment. Existing concrete steps to be removed. 4. Removal of all non-original building fabric and modern additions including all mechanical and electrical services and installations. 5. Conservation renewal and repair to all existing and or damaged period fabric and decorative elements including all internal and external joinery, flooring etc. All existing original sash windows/openings restored and repaired where possible. All non-original sash windows replaced with new sets to match original detail. 6. Removal of cement mortar / render to original brick (front and rear) and repointed with lime mortar to original detail. Original masonry to boundary walls repaired and repointed also. 7. Insertion of 3 no. conservation roof lights to inner valley roof slope. 8. Excavation of basement levels to provide for a new insulated concrete floor. Damp proofing / tanking as required to this level utilising best conservation practice. 9. Sensitive and careful fabric interventions to facilitate new drainage, mechanical and electrical installations, fixtures and fittings and all necessary fire safety interventions and services to meet with current building regulations. 10. New external landscaping to rear private and communal open spaces. 	10/10/2022	02/12/2022	N/A	Additional information requested
4404/22	<p>Change of use from café to dental surgery together with modifications to the front (north east) elevation. The proposed development includes all ancillary works necessary to facilitate the development comprising 5 no. consulting rooms, x-ray room, reception, waiting area, staff and visitor welfare facilities.</p>	06/07/2022	30/08/2022	N/A	Granted
4779/22	<p>Permission for the replacement of 1 no. existing backlit '48 sheet' advertising panel (6.0 x 3.0m, surface area 18m2) with a single 4.5m x 3.0m (surface area 13.5m2) digital advertising panel along with associated site works.</p>	02/09/2022	27/10/2022	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
4951/22	<p>PROTECTED STRUCTURE: The development will consist of the conservation and refurbishment of the existing north wing and part of the east wing of the National Concert Hall and the Real Tennis Court building and the construction of a new four storey over basement extension with a planetarium dome to the west of the north wing at the boundary of the Iveagh Gardens. The development includes the change of use of the former UCD School of Civil Engineering to the National Children's Science Centre. The total floor area of the development is approx. 9580 sq.m. The National Concert Hall, Real Tennis Court and Iveagh House (Department of Foreign Affairs) and Iveagh Gardens, including stone garden folly are designated Protected Structures (References RPS 2425, 2426 and 7791).</p> <p>In order to facilitate the new extension, the following demolitions are required:</p> <ul style="list-style-type: none"> - 450 sq.m two storey stone building, which houses a workshop, plant area and ancillary items; and a 120 sq.m maintenance shed located in the north western corner of the site; - A section of the boundary along the Iveagh Gardens, allowing for a new access ramp and steps into the Iveagh Gardens. - A 200 sq.m single storey lean-to structure located to the south side of the Real Tennis Court building, providing for universal access to the Real Tennis Court building. <p>The Real Tennis Court building will be refurbished including the restoration of the tennis court (to a playable condition), and to facilitate space for temporary displays and exhibitions. Construction of a single storey structure to the south side of the Real Tennis Court building will provide universal access, and will include a lobby, toilets, tea station, stairs, lift and ancillary works. Existing windows and roof lights are to be repaired, restored and upgraded as required. The construction of a new link tunnel with a single storey glazed box roof light will connect the Real Tennis Court building to the north east corner of the National Concert Hall.</p> <p>The restoration and refurbishment works to the north and east wings of the former UCD School of Engineering will include a new entrance to the existing north wing, new fire doors to corridors, new lift core to link all levels and permanent interactive display spaces from basement to second floor, a gift shop, lecture theatre, science demonstration laboratory, classrooms, schools lunch area, offices, new sanitary facilities and additional ancillary accommodation. Refurbishment work will also include the restoration of existing external and internal windows and doors, upgrading of the existing roof and roof lights and all minor/ repair work. All existing plant to be removed from roof and replaced with new plant to be located on both the existing and new roof extension. The new extension will connect to the existing building through a glazed link and will include interactive display spaces, a domed planetarium, and external balcony, café, circulation cores and ancillary spaces. Additional plant, toilets and support accommodation will be housed in the basement.</p> <p>The external works will comprise of hard and soft landscaping, lighting, new steps and ramps to facilitate universal access to the existing north wing and Iveagh Gardens, a section of new decorative railings to Iveagh Gardens to replace the proposed section of wall to be removed 26 no. bicycle stands, new surface water attenuation, new foul connection and all associated ancillary works on a site area of circa. 0.837 hectares. The development has been screened for both Appropriate Assessment and Environmental Impact Assessment.</p>	29/09/2022	23/11/2022	Yes	Decision Pending

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
5148/22	PROTECTED STRUCTURE: Planning permission is sought for amendments to the permitted development ref. 2434/21. The proposed amendments comprise of adjustments to the external finishes of the permitted kiosk. No amendments are proposed to be permitted setting out dimensions or external landscaping works. No. 25 Fitzwilliam Place is a protected structure within the boundary of the site.	28/10/2022	13/12/2022	N/A	Granted
5531/22	The development will consist of the change of use of existing first floor level and entrance staircase from office use to medical and related consultant use.	23/12/2022	24/02/2023	N/A	Granted

3. References

Dublin City Council (2023) Planning Application Search [Online] Available from <https://planning.agileapplications.ie/dublincity/search-applications/>

Wicklow County Council (2023) Planning Applications Online Search [Online] Available from <https://www.eplanning.ie/WicklowCC/searchtypes>

Dun Laoghaire Rathdown County Council (2023) Planning Applications Online Search [Online] Available from <https://www.dlrcoco.ie/en/planning-applications/planning-applications-online-search>