

Luas Finglas

Environmental Impact Assessment Report 2024

Chapter 2: Planning and Policy Context

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GLOSSARY OF FREQUENTLY USED TERMS

Acronym	Term
CAP	Climate Action Plan
CCR	Climate Change Risk
CSO	Core Strategy Objective
CSP	Core Strategy Policy
DCC	Dublin City Council
DCCAE	Department of Communications, Climate Action and Environment
DLRCC	Dún Laoghaire Rathdown County Council
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EMRA	Eastern and Midland Region Assembly
EU	European Union
FCC	Fingal County Council
GDA	Greater Dublin Area
GHG	Greenhouse Gas
IÉ	Iarnród Éireann
KPI	key performance indicator
LAP	Local Area plan
MASP	Metropolitan Area Strategic Plan
NAF	National Adaptation Framework
NCPF	National Cycle Policy Framework
NDP	National Development Plan
NIFTI	National Investment Framework for Transport in Ireland
NPF	National Planning Framework
NPO	National Policy Objective
NSO	National Strategic Outcome
NTA	National Transport Authority
REM	Road Emissions Model
RPO	Regional Policy Objective
RSES	Regional Spatial & Economic Strategy
RSO	Regional Strategic Outcome
SDCC	South Dublin County Council
SDG	Sustainable Development Goal
SDRA	Strategic Development and Regeneration Area
SIP	Sustainability Implementation Plan
TII	Transport Infrastructure Ireland
UN	United Nations

SECTION 2: PLANNING POLICY CONTEXT

2.1 Introduction

2.1.1 Purpose of this Report

This chapter sets the planning context for the development and implementation of Luas Finglas (hereinafter referred to as the “proposed Scheme”). It identifies and considers the existing policy framework for the proposed Scheme in the context of the relevant international, European, national, regional and local planning strategies, plans and policy documents.

Luas Finglas is aligned with and will support the direct realisation of key international, national, regional and local policies. The importance of the proposed Scheme in this regard is underpinned by dedicated policies for its delivery, as contained in the National Development Plan (NDP) 2021-2030, the Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031, the Greater Dublin Area Transport Strategy 2022-2042, the Dublin City Development Plan 2022-2028 and Fingal County Development Plan 2023-2029.

2.1.2 Outline Scheme Description

The proposed Scheme comprises a high-capacity, high-frequency light rail running from Broombridge to Charlestown, connecting Finglas and the surrounding areas with Dublin’s wider public transport network by providing a reliable, and efficient public transport service to the city centre via Broombridge.

As shown in Volume 4 - Map Figure 1-1, starting from Broombridge, the proposed Scheme travels northwards, crossing the Royal Canal and the Maynooth railway line adjacent to Broome Bridge. It then runs adjacent to the east of Broombridge Road and the Dublin Industrial Estate. It then crosses the Tolka Valley Park before reaching the proposed St Helena’s Stop and then proceeds northwards towards the proposed Luas Finglas Village Stop. From here, the route passes through a new corridor created within the Finglas Garda Station car park, making its eastern turn onto Mellows Road. The route then proceeds through Mellows Park, crossing Finglas Road, towards the proposed St Margaret’s Road Stop. Thereafter, the proposed line continues along St Margaret’s Road before reaching the terminus Stop proposed at Charlestown.

The proposed Scheme has been designed to integrate with existing and future transport network providing connections with bus services at all new Stops, mainline rail services at Broombridge, and a Park and Ride facility to intercept traffic on the N/M2. In addition, the proposed Scheme through the inclusion of integrated cycle lanes and cycling infrastructure sets out to facilitate multimodal “cycle- light rail transit (LRT) trips” as a key aspect of the Luas Finglas scheme.

The proposed Scheme will comprise a number of principal elements as outlined in Table 2-1 and Table 2-2. A full description of the proposed Scheme is provided in the following chapters of this Environmental Impact Assessment Report (EIAR):

- Chapter 1 (Introduction);
- Chapter 5 (Description of the proposed Scheme); and
- Chapter 6 (Construction Activities).

Table 2-1: Overview of the Key Features of the proposed Scheme

Scheme Key Features	Outline Description
Permanent Scheme Elements	
Light Rail track	3.9km extension to the Luas Green Line track from Broombridge to Finglas (2.8km of grass track, 700m of embedded track and 360m of structure track)
Depot Stabling facility	A new stabling facility (with stabling for eight additional LRVs) will be located just south of the existing Broombridge terminus, as an extension of the Hamilton depot area.
Luas Stops	Four Stops located at: St Helena's, Finglas Village, St Margaret's Road and Charlestown to maximise access from the catchment area including the recently re-zoned Jamestown Industrial Estate.
Main structures	<p>Two new Light Rail Transit (LRT) bridges will be constructed as part of the proposed Scheme: a bridge over the River Tolka within the Tolka Valley Park and a bridge over the Royal Canal and the Iarnród Éireann (IÉ) railway line at Broombridge.</p> <p>A number of existing non-residential buildings shall be demolished to facilitate the proposed Scheme. In addition, the existing overbridge at Mellowes Park will be demolished.</p>
At grade signalised junctions	10 at grade signalised junctions will be created at: Lagan Road, Ballyboggan Road, Tolka Valley Road, St. Helena's Road, Wellmount Road, Cappagh Road, Mellowes Road, North Road (N2), McKee Avenue, Jamestown Business Park entrance. Note: The junction at Charlestown will be reconfigured but does not have an LRT crossing.
Uncontrolled crossings	13 at grade uncontrolled crossings (11 pedestrian / cycle crossings and two local accesses located at: Tolka Valley Park, St Helena's, Farnham pitches, Patrickswell Place, Cardiff Castle Road, Mellowes Park, St Margarets Road and ESB Networks.
Cycle facilities	<p>Cycle lanes are a core part of the proposed Scheme in order to facilitate multimodal "cycle-LRT trips". Approximately 3km of segregated cycle lanes and 100m of non-segregated cycle lanes along the route. Covered cycle storage facilities will be provided at Broombridge Terminus, Finglas Village Stop and St Margaret's Road Stop, and within the Park & Ride facility.</p> <p>"Sheffield" type cycle stands will be provided at all stop locations.</p>
Power substations	<p>Two new traction power substations for the proposed Scheme will be located near Finglas Village Stop behind the existing Fire Station, and near the N2 junction before St Margaret's Road Stop where the current spiral access ramp to the pedestrian overbridge is located.</p> <p>A third substation is required for the Park & Ride facility.</p>
Park & Ride facility	<p>A new Park & Ride facility, with e-charging substation, located just off the M50 at St Margaret's Road Stop will be provided with provision for 350 parking spaces and secure cycle storage. The building will feature photovoltaic (PV) panel roofing and is the location for an additional radio antenna.</p> <p>This strategic Park & Ride connecting the N2/M50 to the city centre will increase the catchment area of the proposed Scheme.</p>
Temporary Scheme Elements	
Construction compounds	<p>There will be three principal construction compounds, two located west of Broombridge Road and one located at the northern extents of Mellowes Park.</p> <p>In addition, there are other secondary site compound locations for small works/storage. Details can be found in Chapter 6 (Construction Activities) of this EIAR.</p>

Table 2-2: Summary of New Bridges of the proposed Scheme

Identity	Location	Description
Royal Canal and Rail Bridge	Approximately 10m east of the existing Broome Bridge and then continuing north, parallel with Broombridge Road on its east side	The proposed bridge is an eight-span structure consisting of two main parts: a variable depth weathering steel composite box girder followed by a constant depth solid concrete slab. The bridge has the following span arrangement: 35 + 47.5 + 30 + 17 + 3x22 + 17m. Steel superstructure extends over the first three spans. The bridge deck is continuous over the full length of 212.5m and has solid approach ramps at both ends.
Tolka Valley Park Bridge	Approximately 30m west of the existing Finglaswood Bridge	A three-span structure with buried end spans, thus appearing as a single span bridge. End spans as well as part of the main span consist of post-tensioned concrete variable depth girder, the central section of the main span is a suspended weathering steel composite box girder. The overall length of the bridge is 65m with spans 10m, 45m, 10m.

2.2 Policy Context

Luas Finglas is central to delivery of planning and transportation policy objectives at EU, national, regional and local level. The policy hierarchy and some of the relevant policy documents are listed in Table 2-3.

Table 2-3: Planning and Policy Documents

International Level
United Nations 2030 Agenda
European Union (EU) Level
European Union Sustainable and Smart Mobility Strategy (2020)
EU Green Deal (2019)
EU Action Plan: Towards a zero pollution for air, water and soil (2021)
EU Mission for Climate-Neutral and Smart Cities (2021)
Trans – European Transport Network (TEN-T)
National Level
Project Ireland 2040 – National Planning Framework (2018)
Project Ireland 2040 – Draft First Revision to the National Planning Framework (2024)
National Development Plan 2021 – 2030 (2021)
National Investment Framework for Transport in Ireland (2021)
Smarter Travel, A Sustainable Transport Future – A New Transport Policy for Ireland 2009 – 2020 (2009)
The National Cycle Policy Framework 2009 - 2020
The White Paper: Ireland's Transition to a Low Carbon Energy Future 2015-2030 (2020)
Climate Action and Low Carbon Development (Amendment) Act 2021
Climate Action Plan (2024)
Programme for Government – Our Shared Future 2020
National Implementation Plan for the Sustainable Development Goals 2022-2024 (2022)
National Adaptation Framework 2018, accompanied with Sectoral Adaptation Plan for Transport Infrastructure 2019
Investing in Our Transport Future – Strategic Investment Framework for Land Transport (2014)

National Sustainable Mobility Policy (2022)
TII Statement of Strategy 2021-2025 [Updated 2023]
TII Sustainability Implementation Plan – Our Future (2024)
TII Climate Adaptation Strategy (2022)
TII Climate Guidance for National Roads, Light Rail, and Rural Cycleways (2022)
Understanding Life in Ireland: The Well-being Framework 2023
Regional Level
Regional Spatial and Economic Strategy for the Eastern and Midland Region (2019-2031)
Greater Dublin Area Transport Strategy 2022 – 2042 (2023)
Greater Dublin Area Cycle Network Plan 2022
Local Level
Dublin City Development Plan 2022 – 2028 and Variation No. 4 Dublin City Development Plan (2022-2028) - Jamestown Masterplan 2023
Fingal County Development Plan 2023 - 2029
Baile Bogáin (Ballyboggan) Pre-Draft Local Area Plan 2024 – 2030 – Issues Paper
Local Authority Climate Action Plans (DCC, FCC, SDCC and DLRCC)

2.2.1 International Policy Context

2.2.1.1 United Nations 2030 Agenda (2015)

In September 2015, ‘*Transforming Our World*’, the 2030 Agenda for Sustainable Development (the 2030 Agenda) was adopted by all 193 Members States of the United Nations (UN) (United Nations, 2015). The 2030 Agenda aims to deliver a more sustainable, prosperous, and peaceful future for the entire world, and sets out a framework for how to achieve this by 2030. This framework is made up of 17 Sustainable Development Goals (SDGs) which cover the social, economic, and environmental requirements for a sustainable future, and which are illustrated in Figure 2-1.



Figure 2-1: The 17 Sustainable Development Goals (UN, 2015)

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

SDG 9 and 11 are directly applicable to the proposed Scheme, while also providing significant contributions to indirectly meeting a number of other UN SDG goals and targets, in particular SDG 8 and 13, in relation to the promotion of sustained, inclusive and sustainable economic growth and to taking urgent action to combat climate change and its impacts.

Relevant extracts in relation to SDG 9 and 11 are shown in Table 2-4.

Table 2-4: Extracts of Target 9.1 and 11.2 of Sustainable Development Goals (UN, 2015)

Goal 9: Build resilient infrastructure, promote inclusion 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.

The need for the proposed Scheme is supported by the goals and targets set out in the SDGs identified above. It will provide for enhanced light rail infrastructure, building the resilience of the public transport network, thereby enabling efficient, safe and integrated journeys.

In Ireland, the SDGs are being implemented through the National Implementation Plan 2022-2024 (DCCAE 2022), which provides for a whole-of-government approach to implement the 17 SDGs. More detail on this is provided in section 2.2.3.11.

2.2.2 European Policy Context

2.2.2.1 European Union (EU) Sustainable and Smart Mobility Strategy (2020)

This strategy lays the foundation for how the EU transport system can achieve its green and digital transformation and become more resilient to future crises. The strategy sets out 10 flagships for action to make the vision a reality including making interurban and urban mobility healthy and sustainable, and making connected and automated multi-modal mobility a reality (European Commission, Directorate-General for Mobility and Transport, 2020).

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 multi-modal 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.*’ The proposed Scheme complies with this strategy by improving multi-modal transport options between public transport modes and by making provision for integrated “cycle - LRT trips” in urban areas, thereby reducing pollution and congestion and making mobility more sustainable and healthy.

2.2.2.2 European Union Green Deal (2019)

The EU Green Deal sets out key policies aimed at cutting emissions and preserving the natural environment. It commits the EU to a 90% cut in emissions by 2050 (when compared to 1990 levels), with a reduction of between 50 to 55% by 2030 (European Commission, 2019). A key focus of the delivery strategy for this is the transition to smarter and greener mobility, with the roadmap confirming that ‘*the EU transport system and infrastructure will be made fit to support new sustainable mobility services that can reduce congestion and pollution, especially in urban areas*’. It is noted that pollution is concentrated the most in cities and that

a combination of measures is needed which includes *‘improving public transport and promoting active modes of transport such as walking and cycling.’* The proposed Scheme is consistent with this, supporting the transition from private cars towards public transport and reducing associated greenhouse gas (GHG) emissions.

2.2.2.3 EU Action Plan: Towards a zero pollution for air, water and soil (2021)

On 12th May 2021, the European Commission adopted the EU Action Plan: *‘Towards a Zero Pollution for Air, Water and Soil’*, which is a key deliverable of the European Green Deal pollution vision for 2050 to reduce air, water and soil pollution to levels that are not considered harmful to health and natural ecosystems (European Commission, 2021). This is translated into its key 2030 targets to speed up reducing pollution at source. The action plan provides a compass to mainstream pollution prevention in all relevant EU policies, to step up implementation of the relevant EU legislation and to identify possible gaps. The plan places an emphasis on the need for investments in clean and sustainable design, circular economy business models, cleaner transport and mobility, and low-emission technologies. The proposed Scheme will support modal shift to cleaner transport mobility in the urban area in support of this.

2.2.2.4 EU Mission for Climate-Neutral and Smart Cities (2022)

Since climate mitigation is heavily dependent on urban action, European cities can substantially contribute to the Green Deal target of reducing emissions by 50-55% by 2030 and, in more practical terms, to offer cleaner air, safer transport and less congestion and noise to their citizens.

In April 2022, Dublin and Cork were named as the Irish representatives among the cities that will participate in the EU Mission for 100 climate-neutral and smart cities by 2030, the so-called *‘Cities Mission’* (European Commission, Directorate-General for Research and Innovation, 2021).

The research and innovation actions for this aim to address clean mobility, energy efficiency and green urban planning. As foreseen in its implementation plan, the Cities Mission takes a cross-sectoral and demand-led approach, creating synergies among existing initiatives and basing its activities on the actual needs of cities. The proposed Scheme will support Dublin’s EU Mission status and contribute positively to its objective to become climate neutral by 2030 through the delivery of a sustainable mobility Scheme.

2.2.2.5 Trans – European Transport Network (TEN-T)

The Trans-European Transport Network (TEN-T) is a European Commission policy directed towards the implementation and development of a Europe-wide network of roads, railway lines, inland waterways, maritime shipping routes, ports, airports and railroad terminals (European Commission, Directorate-General for Mobility and Transport, 2021). The current TEN-T Policy is outlined in Regulation (EU) No. 1315/2013 of the European Parliament and of the Council of the EU guidelines for the development of the trans-European transport network. The key objectives of TEN-T relate to improved cohesion, efficiency and sustainability of the transport network in support of its users:

- *‘Cohesion through: Accessibility to remote, outermost and peripheral regions and a reduction of infrastructure quality gaps between member states. Cohesion for both passenger and freight traffic, interconnection between transport infrastructure for, on the other hand, long-distance and, on the other, regional, and local traffic’;*
- *‘Efficiency through: Removal of bottlenecks and bridging of missing links, both within the transport infrastructures and at connecting points between these, within Member States’ territories and between them. The interconnection and interoperability of national transport networks. Efficient use of new and existing infrastructure’;*
- *‘Sustainability through: Development of all transport modes in a manner consistent with ensuring transport that is sustainable and economically efficient in the long-term. Contribution to the objectives of low greenhouse gas emissions and promotion of low-carbon transport with the aim of achieving a significant reduction in CO₂, in line with relevant Union CO₂ reduction targets. Sustainability through environmental protection’; and*
- *‘Increasing the benefits for its users through: Meeting the mobility and transport needs of its users within the Union and in relations with third countries. Ensuring safe, secure, and high-quality standards for*

both passenger and freight transport. Accessibility for elderly people, persons of reduced mobility and disabled passengers. ‘

Whilst the proposed Scheme is not a specific TEN-T project, it will address an identified infrastructure quality gap in Dublin City and deliver on improved cohesion, efficiency and sustainability aims identified under TEN-T.

2.2.3 National Policy Context

2.2.3.1 Project Ireland 2040 – National Planning Framework (2018)

The National Planning Framework (NPF) is the principal national planning policy document for the country (Department of Housing, Planning and Local Government, 2018). The purpose of the document is to create the conditions to successfully accommodate growth and positive change. The NPF includes a list of ‘shared goals’ across the country framed as 10 National Strategic Outcomes (NSOs), which are set out in Figure 2-2. This includes NSO 1 related to ‘Compact Growth’, NSO 4 on ‘Sustainable Mobility’ and NSO 8 on supporting the ‘Transition to a Low Carbon and Climate Resilient Society’. Environmentally sustainable public transport and climate action are listed as strategic investment priorities in the NPF.



Figure 2-2: National Strategic Outcomes (NPF, 2018)

A key focus of the NPF is the achievement of ‘compact, smart, sustainable growth’. It recognises that improving the strategic infrastructure required to sustain growth is critical in Dublin, which includes, inter alia, ‘capacity, expansion and improvement of the bus, DART and Luas/Metro networks’.

In the case of Dublin, the framework identifies some key future growth enablers to achieve this, inclusive of the following:

- *‘Identifying a number of ambitious largescale regeneration areas for the provision of new housing and employment throughout the city and metropolitan area and the measures required to facilitate them as integrated, sustainable development projects;*
- *Delivering the key rail projects set out in the Transport Strategy for the Greater Dublin Area including MetroLink, DART expansion and the Luas Green Line link to MetroLink;*
- *Public realm and urban amenity projects, focused on streets and public spaces, especially in the area between the canals and where linked to social regeneration projects; 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’.*

The NSOs in the NPF are secured through National Policy Objectives (NPOs) which integrate land use planning and environmental considerations. The proposed Scheme delivers on a number of these related to compact growth and investment in urban areas, climate and health action, which include:

- NPO 5: *‘Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity’;*
- NPO 54: *‘Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and the adaptation objectives, as well as targets for greenhouse gas emissions reductions’;*
- NPO 56: *‘Sustainably manage waste generation, invest in different types of waste treatment and support the circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society’;*
- NPO 64: *‘Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions’;*
- NPO 65: *‘Promote the pro-active management of noise where it is likely to have significant adverse impacts on health and quality of life and supports the aims of the Environment Noise Regulations through national planning guidance and Noise Action Plans’;* and
- NPO 73c: *‘Planning authorities and infrastructure delivery agencies will focus on the timely delivery of enabling infrastructure to priority zoned lands in order to deliver planned growth and development’.*

Based on the foregoing, the proposed Scheme is of identified strategic importance to deliver compact, smart and sustainable growth in Dublin. It is specifically identified as key future growth enabler for Dublin. It complies with the identified NSOs and Objectives of the NPF through the delivery of a high quality and efficient public transport corridor which will enable development of regeneration and other zoned lands and reduce GHG emissions. It will improve quality of life and facilitate the proper planning and sustainable development of this part of Dublin.

2.2.3.2 Project Ireland 2040 – Draft First Revision to the National Planning Framework (2024)

In line with the legislative provision for the NPF to be revised or replaced every six years, a draft of the first revision of the National Planning Framework was published in July 2024, with public consultation on the draft concluding on the 12th September 2024. Revisions in the draft Framework have regard to recent changes in the national demographic profile, evident from the 2022 Census data, and increased national policy emphasis on decarbonisation and climate action, as established under the Climate Action Plans 2019 - 2024.

Notwithstanding the above the 10 National Strategic Outcomes (NSOs) are unchanged, and environmentally sustainable public transport and climate action remain as strategic investment priorities in the draft Framework. Commitment to the Luas expansion is re-iterated in its inclusion amongst the key future growth enablers for Dublin.

Significantly, NSO 5 – Sustainable Mobility has been significantly expanded upon in the draft Framework, with increased emphasis on the provision of a well-functioning, integrated sustainable transport system

(walking, cycling and public transport), having regard to the objectives of the National Sustainable Mobility Policy, 2022. The Luas expansion is listed amongst the transformational investments in public transport and sustainable mobility solutions that will deliver this integrated sustainable transport system and enhance the competitiveness of Dublin City.

The importance of Transport Orientated Development (TOD) is highlighted in the draft Framework in regard to building sustainable urban areas. TOD emphasise the integration of future land use planning with public transport, to promote *‘the provision of homes, jobs, services and amenities along high capacity public transport’* such as the Luas. In this context it sets out that a new national demand management strategy for transport called *‘Moving Together: A Strategic Approach to the Efficiency of the Transport System in Ireland’* will be established to strengthen the implementation of transport demand management across the country. This is included in the revised NSO 5 – Sustainable Mobility as the following measure:

- *‘Deliver Transport Orientated Development at scale at suitable brownfield and greenfield locations in cities and metropolitan areas, along high capacity public transport corridors with a focus on land management, institutional and funding arrangements needed to accelerate this type of development.’*

In the draft Framework the NPOs from the 2018 NPF are largely unchanged, however they have been renumbered and some additions and amendments have been included. The proposed Scheme continues to deliver on a number of these related to compact growth and investment in urban areas, climate and health action, which include:

- NPO 13 (previously NPO 5): *‘Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity’;*
- NPO 70 (previously NPO 54): *‘Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and the adaptation objectives, as well as targets for greenhouse gas emissions reductions’;*
- NPO 77 (previously NPO 56): *‘Sustainably manage waste generation, invest in different types of waste treatment and support the circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society’;*
- NPO 90 (previously NPO 64): *‘Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions’;*
- NPO 91 (previously NPO 65): *‘Promote the pro-active management of noise where it is likely to have significant adverse impacts on health and quality of life and supports the aims of the Environment Noise Regulations through national planning guidance and Noise Action Plans’;* and
- NPO 101 (previously NPO 73c): *‘Planning authorities and infrastructure delivery agencies will focus on the timely delivery of enabling infrastructure to priority zoned lands in order to deliver planned growth and development’;*
- NPO 93 (amendment to previous NPO 68) *‘The Metropolitan Area Strategic Plans, shall include provision for large-scale Transport Orientated Development (TOD) opportunities and may target a proportion of planned growth in the metropolitan areas towards the delivery of new sustainable communities at brownfield and greenfield locations in the principal city and suburbs areas and in the wider metropolitan areas focused on opportunities arising from existing and planned major public transport investment, along planned high capacity public transport corridors and in accordance with the principles of Transport Orientated Development’.*

In addition, the following new NPO support the proposed scheme:

- NPO 10: *‘Deliver Transport Orientated Development (TOD) at scale at suitable locations, served by high capacity public transport and located within or serviced development land subject of consenting processes under the Planning and Development Act shall adjacent to the built up area of the five cities or a metropolitan town’;*

- NPO 95: *‘The Government will work to establish the necessary institutional and funding arrangements to support the development and accelerated delivery of Transport Orientated Development at suitable locations in conjunction with the ongoing programme of investment in the public transport network’.*

2.2.3.3 National Development Plan 2021-2030 (2021)

The National Development Plan (NDP) 2021-2030 (Department of Public Expenditure, NDP Delivery and Reform, 2021) is the most recent in the series of such capital plans adopted since 1988. It sets out the investment priorities that will underpin the successful implementation of the NPF 2040. This will guide national, regional and local planning and investment decisions in Ireland, up to the year 2030, to cater for an expected population increase of over one million people.

The NDP emphasises the important requirement to improve accessibility between key urban centres of population, in parallel with the initiation of compact growth of urban centres. Chapter 9 relates to NSO 4 of the NPF and the delivery of Sustainable Mobility. It outlines five key Strategic Investment Priorities to support this, of which three include:

- Active Travel, and the need for sustained investment in walking and cycling infrastructure in cities to make active travel part of daily life and significantly address the climate action challenge;
- MetroLink, including provision of passenger interchange opportunities with commuter rail, DART, Luas and numerous bus services along its route and to support the development of a truly integrated public transport system in Dublin; and
- Light Rail and the advancement of Luas capacity and enhancement projects to better connect communities and enable transport-led development.

The NDP identifies the progress made on the proposed Scheme as well as continued support for project development.

‘Luas Finglas is the most advanced with approval recently received under Decision Gate 0 (Strategic Assessment) of the Public Spending Code and the NDP will permit the project continue to progress in the coming years, with work already underway in relation to developing its Preliminary Business Case’

Based on the contents of the NDP, Luas Finglas is an identified investment priority which will directly support:

- Active travel through greater accessibility and connectivity of the Luas service;
- Connecting a wider Luas catchment with the rail network at Broombridge Station, resulting in enhanced public transport integration; and
- Underpinning future residential development such as that proposed in the Jameson Masterplan 2022 – 2028 and the Baile Bogáin (Ballyboggan) Draft Local Area Plan (LAP) 2024-2030, resulting in sustainable communities and transport-led development.

2.2.3.4 National Investment Framework for Transport in Ireland (2021)

The Department of Transport’s National Investment Framework for Transport in Ireland (NIFTI) was published in December 2021 (Department of Transport, 2021). Its purpose is to ensure that future transport financing is aligned with and enables Project Ireland 2040. It does so by establishing priorities for investment in Ireland’s transport infrastructure having regard to the need to deliver on the 10 NSOs in the NFP (refer to Figure 2-2). At its core, there is a recognition that Ireland’s transport system faces competing policy priorities and that a framework is needed to support decision making and achieve an appropriate balance between objectives.

To enable the NSOs, particularly around decarbonising the transport system and delivering compact growth, NIFTI promotes a significant shift from low-occupancy private vehicles to more sustainable modes of travel. It sets out a hierarchy of travel modes to be accommodated and encouraged when investments and other interventions are made based on: 1. Active Travel; 2. Public Transport, and 3. Private Vehicles. A hierarchy of intervention types has also been developed to ensure that investment is proportionate to the specific transport considerations at hand (refer to Figure 2-3). It underlines generally that investment will be priorities-

led and needs-based. The four categories of intervention decisions range from maintaining the existing transport network, which is given the highest priority, followed by optimising the use of the network, then upgrading the existing infrastructure, with the lowest priority given to new infrastructure.



Figure 2-3: NIFTI Modal and Intervention Hierarchies (based on NIFTI Figures 6 & 7)

The four NIFTI Investment Priorities are summarised as follows:

- Decarbonisation, recognising that the transport sector is Ireland's second largest source of GHG emissions: *'Decarbonisation and protection of our natural environment will mean investing in sustainable modes so that transport users have safe, accessible, reliable and efficient alternatives to the private car'*;
- Mobility of People and Goods, contributing to compact growth: *'Given spatial constraints within our cities, it is essential that urban congestion is tackled through measures such as improved and expanded walking and cycling infrastructure and the provision of better and more comprehensive public transport services'*;
- Enhanced Regional and Rural Connectivity, to enable trade, secure economic links and cater for the vulnerable: *'Enhancing connectivity means delivering reliable, shorter journey times to centres of scale for people and goods'*; and
- Protection and Renewal of the existing land transport network: *'Preservation of the interurban road and rail networks will ensure regional connectivity'*.

The proposed Scheme is compliant with NIFTI as it meets identified investment priorities. As indicated in Chapter 14 (Climate) of this EIAR, it will help decarbonise the transportation sector through the provision of a new sustainable transport mode that is predicted to result in a carbon emission reduction, from road traffic use GHG emissions savings, estimated at approximately 180 tCO₂eq per annum or 10,800 tCO₂eq over the 60-year lifetime of the project. In addition, the increased accessibility of the extended public transport provision will encourage modal shift from private cars to public transport, contributing towards addressing urban congestion. Furthermore, the proposed Scheme by enlarging the catchment served by this high frequency service will enhance connectivity for people in a centre of scale.

2.2.3.5 Smarter Travel, A Sustainable Transport Future – A New Transport Policy for Ireland 2009 – 2020 (2009)

This national planning policy document (Department of Transport, 2009) sets out an objective-led framework to achieve a sustainable travel and transport system for Ireland. It recognises that *'transport is vital for our economy. As an island nation we need good transport connections with our trading partners; we also need to ensure efficient movement on the island. Safe and comfortable travel is also a key element of a good quality of life. The issue is not to restrict travel and transport but to facilitate smarter ways of meeting these needs'*.

The policy is framed around five distinct 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’.

The policy includes 49 actions to deliver these goals related to walking, cycling, public transport and the achievement of efficiencies in the movement of freight and other motorised transport.

The proposed Scheme will deliver the goals identified above, contributing significantly to the improved accessibility (goal 1) and efficiency (goal 2) of the public transport network with environmental benefits which include reduced congestion (goal 2), reduced reliance on the private car (goal 4) as the enhanced service encourages modal shift and dependence on fossil fuels (goal 5).

2.2.3.6 The National Cycle Policy Framework 2009 - 2020

The National Cycle Policy Framework 2009-2020 (NCPF) is Ireland’s cycling policy framework. The vision is to create a strong cycling culture in Ireland, where cycling will be widespread, in particular with regard to short trips. The NCPF sets out 19 specific objectives to make cycling easier and safer, with the aim of delivering 10% of all journeys to be made by bike by 2020. Of specific relevance to the proposed Scheme:

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

Specifically Objective 7 relates to bicycle parking and encouraging a cycling culture by providing secure parking for bicycles. (NCPF 2009-2020, p.27). In addition, Objective 8 set out to ensure proper integration between cycling and public transport’ (NCPF 2009-2020, p.28). It considers that high quality cycle parking at public transport stops and stations will assist in increasing the catchment area for cyclists.

The proposed Scheme will contribute towards delivering the objectives identified above, contributing towards improved integration between public transport and cycling through the provision of cycle parking racks at most Luas Stops.

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

The Government strategy calls for a radical transformation of Ireland’s energy system to meet committed targets and achieve a low carbon energy system by 2050. It is a high-level framework with an overarching objective to guide a transition to a low carbon energy system. It includes focused commitments in the areas of transport to support the achievement of renewable energy targets and more renewable electricity deployment in the period to 2030 (Department of the Environment, Climate and Communications, 2020). These include dedicated commitments to:

- ‘support modal shift through better alignment of land use and transport planning and a continuation of smarter travel programmes administered by the Department of Transport, Tourism and Sport;
- support the introduction of a suite of initiatives to improve the energy efficiency of the rail network; and
- support further rail electrification’.

The proposed Scheme will support commitments set out in the White Paper including modal shift away from the private car to public transport. In addition, it will allow the proposed focused alignment of land use and transportation planning, as indicated in the Jamestown Masterplan and the Pre-draft Baile Bogáin (Ballyboggan) LAP 2024-2030. Alongside this, as outlined in Chapter 14 (Climate), it will contribute towards the achievement of Ireland’s climate ambitions and a low carbon energy future.

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

The Climate Action and Low Carbon Development (Amendment) Act 2021 (Department of the Environment, 2021)¹ sets out the fundamental objective relating to emission reductions. The Act legally binds Ireland to have net-zero emissions no later than 2050 and to a 51% reduction in emissions by 2030, against a baseline of 2018 emissions. The Act states 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.’

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

2.2.3.9 Climate Action Plan (2024)

CAP24 targets remain unchanged from the key performance indicators (KPIs) provided in CAP23 such as¹:

- 20% reduction in total vehicle kilometres by 2030²;
- 20% reduction in total car kilometres by 2030;
- 20% reduction in ‘commuting’ car kilometres;
- 50% reduction in fuel usage;
- 50% increase in daily active travel journeys;
- 130% increase in daily public transport journeys;
- 25% reduction in daily car journeys;
- Shift in public transport daily mode share to 19% by 2030 (from 8% in 2018); and
- Expansion of electrified rail services.

The expansion of electrified rail services is a key deliverable to achieve the 2025 and 2030 KPIs. The Avoid-Shift-Improve framework for transport sustainability introduced in CAP23 has been retained in CAP24 to categorise all actions. This framework emphasises the crucial role of spatial and land-use planning in designing transport systems that can support our net-zero ambition. The expected outcome is that CAP24 will build on CAP23 in enabling Ireland to meet the first and second carbon budget.

CAP24 Public Transport Proposals includes a range of actions for the development of public transport coverage, including enhanced integration with cycle infrastructure. In addition to proposals relating to:

- electrification - relating to EV charging infrastructure;
- renewable fuels;
- governance;
- strategic planning; and
- wider strategy proposals.

¹ Summarised as part of Table 15.6 of CAP23 - Key Metrics to Deliver Abatement in the Transport Sector.

² These metrics relate to a comparison with a 2023 Business-As-Usual approach.

2.2.3.10 Programme for Government – Our Shared Future 2020

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

- *'Continue the investment programme in public transport to improve our bus, light rail, commuter, and intercity rail network across our country.'*
 - *'Specifically, the Government will prioritise plans for the delivery of Metrolink, Luas and other light rail expansion.'*

The proposed Scheme forms an important part of this programme, as it is identified as a key project to help deliver Ireland's long-term growth and climate responsibilities. The need for the proposed Scheme supports the delivery as part of the Programme for Government (Government of Ireland 2020) and fully complies with the key objectives of same.

2.2.3.11 National Implementation Plan for the Sustainable Development Goals 2022-2024

This plan provides a framework for how Ireland will implement 'Transforming Our World: the 2030 Agenda for Sustainable Development', agreed SDGs, from 2022-2024. It represents Ireland's Second National Implementation Plan for the SDGs (Department of the Environment, Climate and Communications, 2022). It is a review of progress made since the first published implementation plan in 2018. It is supported by a Policy Update on Ireland's Implementation of the SDGs targets and Policy Map 2022.

The Plan sets out five strategic objectives and 51 actions, with 119 individual measures to increase Ireland's ambition and to strengthen implementation structures in order to achieve the SDGs. Under Goal 9, an emphasis is placed on strategic and spatial planning to deliver compact and regional growth objectives contained within the NPF, underpinned by committed capital investment in infrastructure projects. Under Goal 11, it underlines the importance of expanding safe, affordable, accessible and sustainable public transport for all, signposting the National Sustainable Mobility Policy (2022) (See section 2.2.3.14) and the delivery of major transport projects identified in the NDP as key delivery agents.

As outlined previously, the proposed Scheme is identified as a key enabling public transportation project which will deliver on strategic outcomes in the NPF and is funded under the NDP. As such, it complies with and is an important component part of the National Implementation Plan framework for the SDGs.

2.2.3.12 National Adaptation Framework (2018 & 2024), accompanied with Sectoral Adaptation Plan for Transport Infrastructure (2019)

Developed under the Climate Action and Low Carbon Development Act 2015, Ireland's first National Adaptation Framework (NAF) was published in January 2018 (Department of the Environment, Climate and Communications, 2018), with the second NAF being published in June 2024. The adaptation strategy is a statutory framework which sets out the government's approach to climate adaptation in Ireland with a focus on identifying sectoral risks and vulnerabilities, and the implementation of actions to build resilience and ensure climate adaptation. Under the 2018 NAF, Government departments prepared sectoral adaptation plans. The second NAF scorecard results for the transport sector was 'good' overall, however only 'moderate' in terms of resourcing and mainstreaming. The second NAF provides a new Framework to strengthen the national adaptation response in line with developments made in climate policy, (eg CAP, 2019 - 2024) and science. It requires Government departments, infrastructure providers and local authorities to prepare a new cycle of Adaptation Plans for key sectors including transport. At local authority level, this will include zoning and the need for development to be future proofed.

The Climate Change Sectoral Adaptation Plan for Transport 2019 establishes an 'overarching goal of transportation adaption planning to ensure that the sector can fulfil its continuing economic, social and environmental objectives by ensuring that transport infrastructure is safeguarded from the impacts of climate change'. The implementation objectives for this are:

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

The listed adaptation actions under Objective 3 include Action 17 to ensure that climate resilience is considered in appraisal guidance including in the updated Common Appraisal Framework, for all future transport infrastructure projects over an appropriate timescale.

The proposed Scheme complies with the contents of National Adaptation Framework and Sectoral Adaptation Plan, with responses to risks from climate change actively considered as part of project design. Further focused information on this is contained in the Chapter 14 (Climate) of this EIAR.

2.2.3.13 Investing in Our Transport Future – Strategic Investment Framework for Land Transport (2015)

Investigating in Our Transport Future – a Strategic Infrastructure Framework for Land Transport (Department of Transport, Tourism and Sport, 2014) establishes the high-level priorities and key principles for future investment to develop and manage Ireland’s Transport network.

Tackling urban congestion and maximising the contribution of land transport networks to national development are identified as key priorities, contributing to:

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

The key principles for land transport investment proposals are:

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

The proposed Scheme complies with the key identified principles for land transport investment. By offering an attractive, convenient and accessible public transport alternative, it will contribute towards modal shift and help reduce urban congestion. The integration of the route of the proposed Scheme with areas of strategic future residential development (refer to Jamestown Masterplan and Pre-Draft Baile Bogáin (Ballyboggan) LAP 2024-2030) will facilitate sustainable spatial patterns of future development and growth along the transport corridor.

2.2.3.14 National Sustainable Mobility Policy (2022)

The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations (Department of Transport, 2022). The policy aims to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil-fuelled cars. The vision for the policy is *‘to connect people and places with sustainable mobility that is safe, green, accessible and efficient.’*, which is guided by three key principles: Safe and Green Mobility, People Focused

Mobility and Better Integrated Mobility. These principles are underpinned by 10 high-level goals, shown in Table 2-5, as follows:

Table 2-5: Principles and goals in support of the defined vision of the National Sustainable Mobility Policy (Government of Ireland, 2022)

Principles	Goals
Safe and Green Mobility	<ul style="list-style-type: none"> Improve mobility safety. Decarbonise public transport. Expand availability of sustainable mobility in metropolitan areas. Expand availability of sustainable mobility in regional and rural areas. Encourage people to choose sustainable mobility over the private car.
People Focused Mobility	<ul style="list-style-type: none"> Take a whole of journey approach to mobility, promoting inclusive access for all. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model. Promote sustainable mobility through research and citizen engagement.
Better Integrated Mobility	<ul style="list-style-type: none"> Better integrate land use and transport planning at all levels. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

The policy emphasises ‘the need to rebalance transport movement in metropolitan areas and other urban centres away from the private car and towards active travel and public transport’ and confirms that ‘the overarching objective in urban centres should be to focus more on the movement of people rather than the movement of the private car.’

The Year Two Progress Report notes, in relation to the proposed scheme that the Preliminary Business Case and Draft Railway Order documentation for Luas Finglas are under preparation and on target for submission in Q3 2024.

The proposed Scheme supports the delivery of all of the identified principles and goals of the National Sustainability Mobility Policy. It will enhance and expand the public transport network to serve an enlarged catchment in the metropolitan area, commensurate with safety standards. By offering an accessible, convenient, attractive and sustainable public transport option, it will foster modal shift away from the private car. The integration of the proposed Scheme with areas of strategic future residential development (refer to Jamestown Masterplan and Pre-Draft Baile Bogáin (Ballyboggan) LAP 2024-2030) will ensure positive integration between land use and transportation planning.

2.2.3.15 TII Statement of Strategy 2021-2025 [Updated 2023]

The TII’s Statement of Strategy 2021-2025 commits the organisation to providing sustainable transport infrastructure and services, delivering a better quality of life, supporting economic growth, and respecting the environment. The Statement of Strategy includes eight goals, and several supporting strategic objectives that address the need to reduce carbon, including:

- New Infrastructure; and
 - Deliver infrastructure that supports low-carbon transport systems and emission reductions; and
 - Promote further use of low-carbon products in construction projects.
- Services.
 - Support and develop carbon-reduction measures in the transport sector.

The proposed Scheme takes account of these strategic objectives and will deliver a low-carbon transport infrastructure that will provide a public transport service that supports carbon reduction measures in the transport sector.

2.2.3.16 TII Sustainability Implementation Plan – Our Future (2022 & 2024)

TII's first Sustainability Implementation Plan (SIP), published in March 2021 and updated in 2024, sets the direction for TII's sustainability agenda. It presents six key sustainability principles to guide action across all areas of sustainability, including:

- Principle 1: 'Provide effective, efficient and equitable mobility';
- Principle 2: 'Enable safe and resilient networks and services';
- Principle 3: 'Collaborate for a holistic approach';
- Principle 4: 'Deliver end-to-end improvements';
- Principle 5: 'Transition to Net Zero'; and
- Principle 6: 'Create total value for society'.

TII's second SIP, published in March 2024 acknowledges that there have been significant changes to European and national policies responding to the climate and biodiversity crises. This iteration of the SIP addresses these changes and builds on the previous SIP with a focus on the impact of sustainability actions. It includes sustainability outcomes which are aligned with commitments made by the Government. The sustainability outcomes set out national targets, TII commitments, and targets for each of the SIP principles.

The proposed Scheme is in line with all six principles: in providing for efficient public transport with increased accessibility (Principle 1); that is safe and inclusive (Principle 2); that represents smart and sustainable assets with linkage to the rail network (Principle 3); that by extending the existing Luas provision will deliver enhanced end-to-end improvements (Principle 4); enabling more users to make more sustainable travel choices (Principle 5), and that will deliver balanced economic, environmental and societal value (Principle 6).

2.2.3.17 TII Climate Adaptation Strategy (2022) and Climate Action Roadmap (2023, 2024)

This strategy arises from the CAP21 requirement that the TII publish an updated strategy on how it will adapt the light rail and National Road networks in the face of a changing climate. Building on the original 2017 strategy, it incorporates recent significant developments in climate adaptation, such as the European Green Deal in 2019 and improved guidance on adaptation planning processes, climate science and awareness of climate risk. In the strategy the TII undertakes to adopt a proactive approach to manage the potential impacts of climate change on their assets. The strategy outlines seven strategic objectives for climate adaptation which align with the SIP's key sustainability principles. Included amongst these is:

'Strategic Objective 7 - Adopt a low-carbon approach in TII's designs, standards, and processes when considering climate adaptation, while also considering wider social and environmental benefits.'

Alongside this, the TII Climate Action Roadmap details their approach to reducing carbon emissions, by means of six 'Levers of Influence', the third of which is supply chain. The Luas Finglas Circular Economy Pilot is identified as a key case study where TII's initiatives embed circularity and reduce carbon in whole scheme design. Five key circular opportunities for the project were identified and developed through the pilot:

1. Track Design for Disassembly;
2. Hierarchy of excavated materials;
3. Active travel, inclusive design and network integration;
4. BIM and material data integration; and
5. Nature-based solutions and regeneration of public space.

The proposed Scheme is fully in line with the Strategic Objective 7 of the TII Climate Adaptation Strategy, and as exemplified by its inclusion as a Level 3 – Case Study in the TII Climate Action Roadmap, climate adaptation integral to the proposed Scheme's design. This is discussed in detail in Chapter 14 (Climate) of this EIAR.

2.2.3.18 TII Climate Guidance for National Roads, Light Rail, and Rural Cycleways (2022)

This TII technical document sets out an overview of the regulatory and policy framework on climate as it relates to identified project types, and which includes light rail.

The Guidance provides a best practice methodology and processes for climate assessment for proposed national road developments, as well as light railway and rural cycleways (offline & greenways) projects. It sets out the approach to identifying significant climate effects; in terms of both Greenhouse Gas (GHG) emissions and climate resilience, associated with all stages of proposed transport developments based on the TII Road Emissions Model (REM) and the TII Carbon Tool.

As outlined in Chapter 14 (Climate), the GHG Assessment and Climate Change Risk (CCR) Assessment of the Construction and Operational Phases of the proposed Scheme are fully in line with these Guidelines.

2.2.3.19 Understanding Life in Ireland: The Well-being Framework 2023

Ireland's Well-being Framework, prepared by the Department of the Taoiseach in 2023, aims to provide a more holistic approach to policymakers and Government in assessing the overall performance and wellbeing of the country. It focuses on quality of life, with a particular emphasis on equality and sustainability. It reviews performance across 11 dimensions spanning economic, environmental and social issues simultaneously, rather than in isolation. Overall, the performance was considered positive across 10 of the 11 dimensions with only the 'Environment, Climate and Biodiversity' dimension showing a negative performance based on factors including greenhouse gas emissions and pollution. The proposed Scheme, by encouraging modal shift to public transport and cycling will contribute towards performance improvements for this dimension, and consequent improvements in the wellbeing of the population.

2.2.4 Regional Strategy and Guidelines

2.2.4.1 Regional Spatial and Economic Strategy for the Eastern and Midland Region (2019-2031)

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region is a 12-year strategic regional development framework to guide development in the region (Eastern and Midland Regional Assembly, 2019). It establishes a broad framework for the way in which society, environment, economy and the use of land should evolve. The primary aim of the RSES is to implement Project Ireland 2040 at the regional level.

The RSES profiles the Eastern and Midlands Region and establishes a vision for a sustainable and competitive region, supported by three key guiding principles related to healthy placemaking, climate action and economic opportunity. It highlights that a principal challenge facing the region is the transition to a low carbon society, with the following among five focus areas at the core of the strategy:

- 'Sustainable development patterns which promote compact growth, reduce transport demand and encourage low carbon transport modes'; and
- 'Sustainable transport systems (people and freight)'.

Section 2.3 of the RSES establishes 16 guiding Regional Strategic Outcomes which set the framework for city and county development plans, and which include the achievement of:

- Sustainable development patterns;
- Compact growth and urban regeneration;
- Healthy communities;
- Integrated transport and land use;
- Support the transition to low carbon and clean energy;
- Enhanced green infrastructure;
- A strong economy supported by enterprise and innovation;
- Promoting Dublin as a global city region; and
- Protecting and enhancing regional accessibility to support economic development.

The defined growth strategy for the region supports the continued growth of Dublin as Ireland's economic engine, the sustainable delivery of which will be achieved through the Dublin Metropolitan Area Strategic Plan (MASP). The strategy is underpinned by a settlement strategy and an integrated land use and transportation strategy.

The RSES incorporates the Dublin MASP which proposes the following vision statement for the Dublin Metropolitan Area:

'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'.

The strategy identifies a number of guiding principles to achieve this vision which includes, inter alia:

- *'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 MetroLink, while maintaining the capacity and safety of strategic transport networks;*
- *Increased employment density in the right places – To plan for increased employment densities within Dublin City and suburbs and at other sustainable locations near high quality public transport node;*
- *Social Regeneration – To realise opportunities for social as well as physical regeneration, particularly in those areas of the metropolitan area which have been identified as having high relative deprivation; and*
- *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'.*

The MASP identifies several strategic residential and employment development corridors, which includes the City Centre within the M50 (multi-modal) corridor, noting that a phased sequence of infrastructure will enable and accelerate delivery over the short, medium and long term. Specifically, the proposed Scheme is referenced among those being important to unlock capacity in the area:

'The proposed DART Underground and Luas extensions to Finglas and Lucan subject to appraisal and delivery post 2027, will unlock long-term capacity including strategic landbanks such as at Dunsink'.

In relation to land use and transportation, support for the delivery of enabling infrastructure including Luas Finglas is formalised under the following Regional Policy Objective (RPO):

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

The MASP includes a map on the envisaged Public Transport Network by 2027 in the GDA, inclusive of the intention to deliver an extension to the Luas Green Line to Finglas (Refer to Figure 2-4).

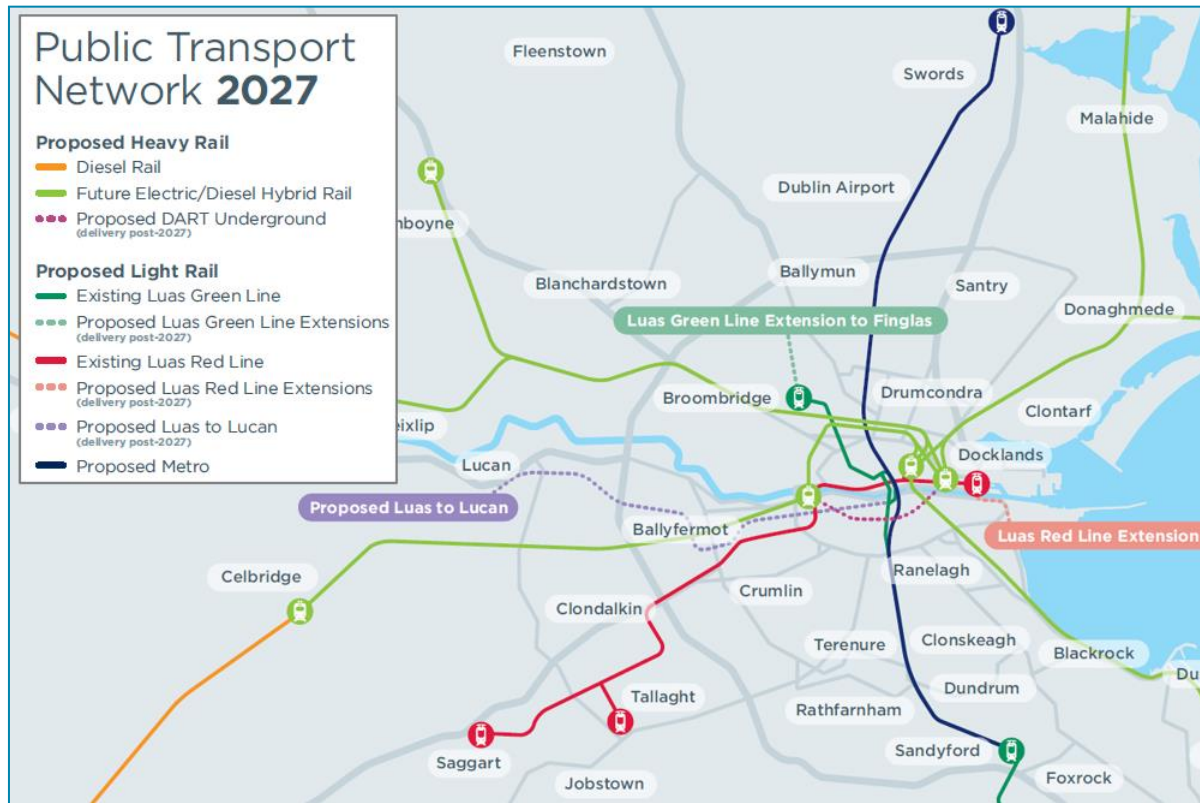


Figure 2-4: GDA Public Transport Network 2027, illustrating planned extension of Luas Green Line to Finglas (RSES, 2019)

The MASP identifies a number of large-scale employment and mixed-use development areas within the metropolitan area, which should be developed in co-ordination with the sequential delivery of infrastructure and services. This includes the MetroLink / Luas Green Line Corridor where the employment potential is summarised as ‘*future employment locations and airport related and commercial facilities in Swords and Dublin Airport/South Fingal*’.

The overall strategy to deliver employment growth commensurate with public transport is emphasised in 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’.

Section 8.4 of the RSES sets out transport investment priorities to enable the sustainable and balanced development of the region. The proposed Scheme is identified as one such priority rail project, as listed in Table 8.2 (of the RSES):

- *‘Undertake appraisal, planning and design of Luas network expansion to Bray, Finglas, Lucan, Poolbeg, Hazelhatch, Booterstown and Blessington’.*

This is underpinned by RPO 8.8: *‘The RSES supports delivery of the rail projects set out in Table 8.2 (of the RSES), subject to the outcome of appropriate environmental assessment and the planning process’.*

It is evident that the proposed Scheme is considered to be a key infrastructure project of regional significance in the RSES and Dublin MASP, the delivery of which will support the regional growth strategy for the Eastern and Midland Region, including the establishment of a healthy, low carbon and accessible global city region which embraces multi-modal integrated public transport and cycling transport options.

2.2.4.2 Greater Dublin Area Transport Strategy 2022-2042

Published by the National Transport Authority (NTA) in January 2023, this Transport Strategy provides a framework for the planning and delivery of transport infrastructure and services in the GDA over the next two decades. The overall aim of the strategy is *‘to provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region’s climate change requirements, serves the needs of urban and rural communities, and supports the regional economy’* (National Transport Authority, 2022). This is framed on the basis of four strategy objectives, as follows:

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

Section 4.3.1 of the GDA Strategy confirms that key identified rail projects set out in the Transport Strategy for the GDA are among the future growth enablers for the NPF.

The Transport Strategy also identifies that the proposed Scheme is consistent with the RSES for the Eastern and Midland Region within *‘Luas expansion programmes’* critical to enabling the transport infrastructure for *‘Strategic Development Areas and Corridors’* identified in the MASP. Direct reference is made to RPO 5.2 of the RSES and its support for the delivery of key sustainable transport projects including Metrolink, DART and Luas expansion programmes. An updated cycle network plan was adopted as part of the GDA Transport Strategy 2022-2042, with further information on this contained section 2.2.4.3.

The strategy sets out a number of key guiding objectives for the achievement of sustainable transport planning, which include the facilitation of transit-orientated development at key locations (Measure PLAN7), integration of all modes of transport (Measure INT3) and provision of Park and Ride facilities (Measure INT4):

- Measure PLAN7 – Transit-Orientated Development: *‘The NTA will continue to support and facilitate the delivery of Transit-Oriented Development at locations identified as appropriate for such, and will work with EMRA and the local authorities in identifying further locations served by existing and proposed public transport which are appropriate for high density development supporting a mix of uses’;*
- Measure INT3 – Integration of all Modes in Transport Schemes: *‘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’;* and
- Measure INT4 – Park & Ride: *‘It is the intention of the NTA to secure the development of a network of regional level bus and rail-based Park and Ride facilities in the GDA at appropriate locations where the national road network meets, or is in close proximity to, high capacity bus and rail services’.*

The Transport Strategy commits to existing transformative projects in development, including BusConnects, DART+ and MetroLink, as well as Luas Finglas. The proposed Scheme is supported by the following specific measure:

Measure LRT3 – Luas Finglas: *‘It is intended to extend the Luas Green Line northwards to Finglas, inclusive of a potential park and ride facility at or close to its terminal stop’.*

It is further added in the supporting text that:

‘The Green Line extension to Broombridge (Luas Cross City) was opened to passenger service in 2017. It has long been planned that this line would eventually be extended to serve travel demand from Finglas, inclusive of a potential park and ride facility at or close to its terminal stop. In recent years, the NTA with TII have sought to identify an Emerging Preferred Route for this project and details of this were published in 2020. It is the intention to complete detailed design and planning over the coming years and to progress the scheme to construction’.

The strategy identifies that as services expand, the need for depot space also increases for light rail. It confirms that the extension of the Green Line to Finglas requires an extension to depot facilities at Broombridge, which is supported by Measure LRT12 – Additional Depot Facilities: *‘It is intended to provide additional depot facilities as required to cater for an expanded light rail network’*. The proposed Scheme is compatible with all of the above referenced strategic objectives, and as a transformative scheme, will contribute directly to the achievement of positive sustainable transport planning in the GDA.

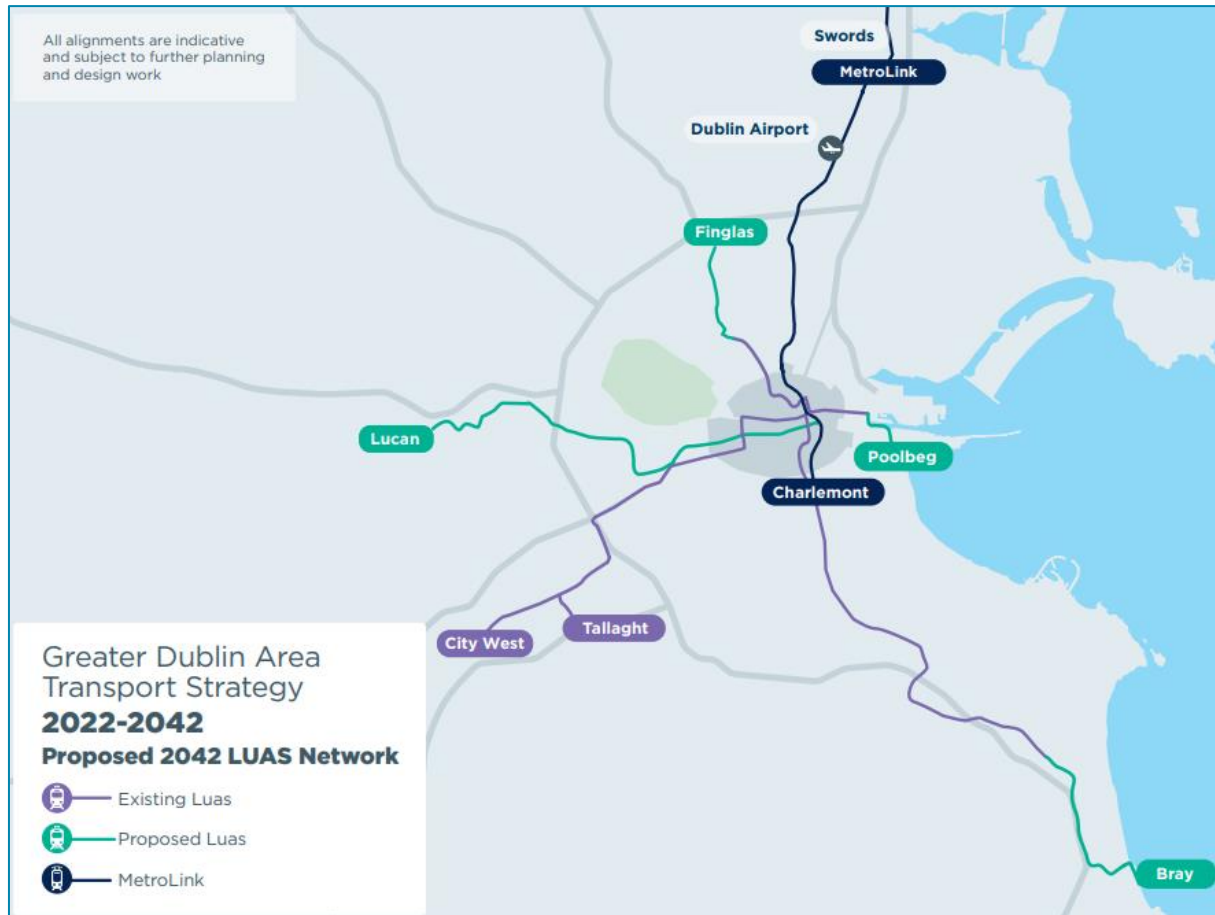


Figure 2-5: Proposed 2042 Light Rail Network, Greater Dublin Area Transport Strategy 2022-2042, (NTA, 2023)

2.2.4.3 Greater Dublin Area Cycle Network Plan (2022)

In 2013, the NTA published the Greater Dublin Area Cycle Network Plan, consisting of the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas comprising the GDA. In 2022, an updated cycle network plan was adopted as part of the GDA Transport Strategy 2022-2042, and which aims to strengthen access and local permeability within Dublin and GDA towns and cycling connectivity between them. It establishes a framework to support the growth of cycling, improving the safety, efficiency and directness for trips under 10km whilst acknowledging that longer distance cycling commutes and recreational trips will also take place. The delivery of a safe, attractive and legible cycle network is a foremost design objective of the Plan, including integration among all modes of transport. Core to the proposed Scheme is the delivery of infrastructure to facilitate multimodal "cycle - LRT trips", through the delivery of integrated Luas and cycling infrastructure, in accordance with the Greater Dublin Area Cycle Network Plan. It will provide convenient, family-friendly, and sustainable integration between the proposed Scheme and the surrounding areas.

2.2.5 Local Policy Context

The majority of the proposed Luas Finglas line extension is located within the administrative area of Dublin City Council (DCC), with the final 190 metres of the proposed Scheme within the administrative area of Fingal County Council (FCC). Volume 4 – Map Figure 2-1 identifies the land use zonings for the subject lands as set out in both Dublin City and Fingal County Development Plans.

2.2.5.1 Dublin City Development Plan 2022-2028

The current Dublin City Development Plan (2022-2028) came into effect on the 14th December 2022 and sets out policies and objectives to guide how and where development will take place in the administrative area of Dublin City over the lifetime of the Plan (Dublin City Council, 2022).

The overarching strategic approach of the plan is ‘to develop a low carbon, sustainable, climate resilient city’. This is underpinned by seven strategic principles as follows:

- *‘Social/Residential – creating a more compact city with a network of sustainable neighbourhoods (aligned with the principle of the 15-minute city) which have a range of facilities and a choice of tenure and house types, promoting social inclusion and integration of all ethnic/minority communities;*
- *Economic – continuing to develop Dublin as the engine of the Irish economy and the national gateway at the heart of the Dublin region, with a network of thriving spatial and sectoral clusters providing the strategic focus for employment and innovation;*
- *Sustainable Movement – helping to build an integrated transport network and encouraging the provision of greater choice of public transport and active travel including walking and cycling;*
- *Cultural/Built Heritage – making provision for cultural facilities throughout the city and increasing awareness of our cultural and built heritage and promoting safe and active streets through the design of buildings and the public realm;*
- *Urban Form – creating a connected, legible and liveable city with a distinctive sense of place, based on active streets, quality public spaces and adequate community and civic infrastructure;*
- *Healthy Placemaking - ensuring quality architecture, urban design and green spaces to provide quality of life and good health and wellbeing for all; and*
- *Innovation - improving the liveability and attractiveness of Dublin as a dynamic, sustainable city that is future ready by embracing innovation and using technology, including Smart City possibilities, to address city challenges and improve quality of life’.*

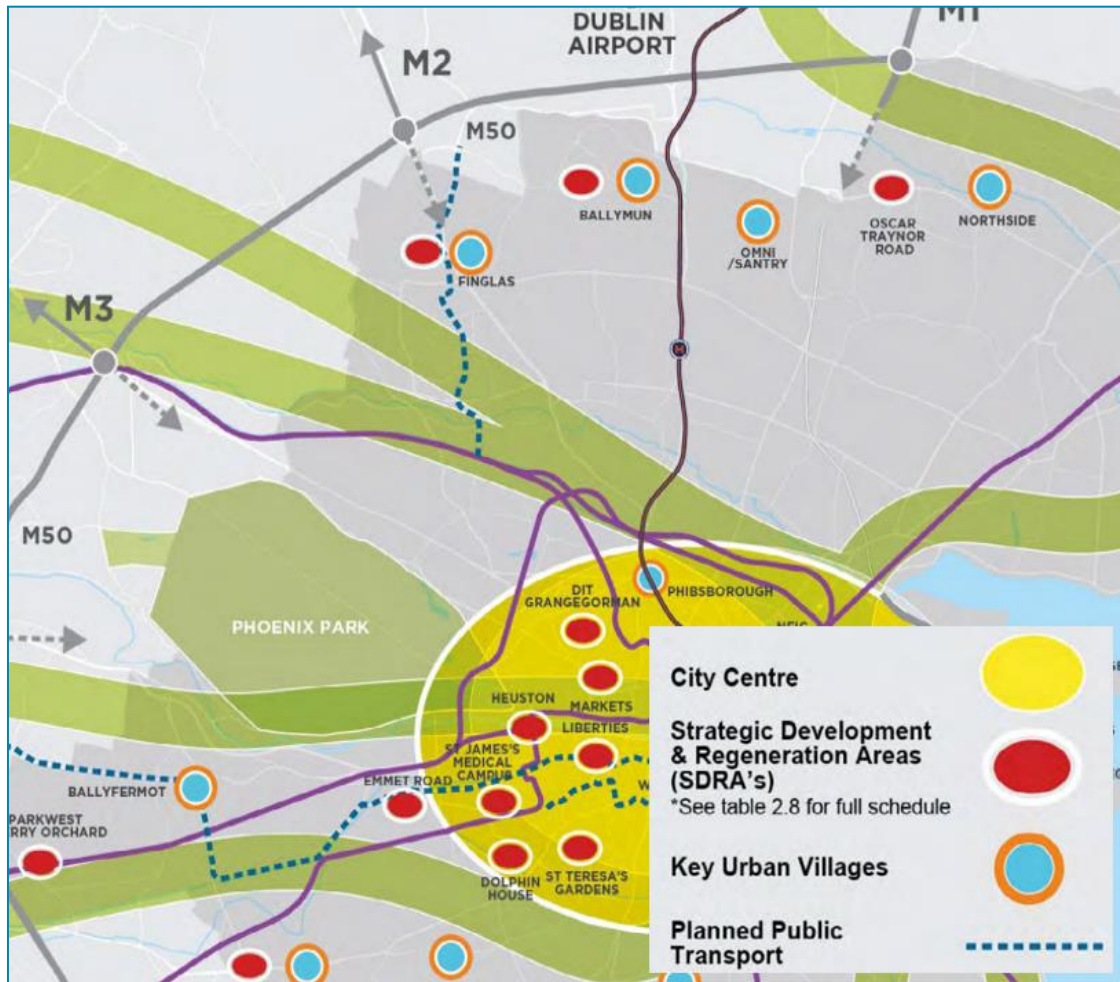


Figure 2-6: Dublin City Development Plan 2022-2028 Core Strategy Map, illustrating City Centre and Strategic Development/Regeneration Areas, Key Urban Villages and Planned Public Transport (DCC, 2023)

Chapter 2 of the Plan sets out the Core Strategy to guide the spatial direction of future development and regeneration in the city over the forthcoming plan period. This is given visual expression in Figure 2-6, which identifies the planned Luas Finglas public transport extension among key infrastructure to be delivered. The importance of the proposed Scheme is underlined in the supporting text as follows:

‘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 BusConnects (2021 – 2023), the Metrolink to Dublin Airport/Swords (2021 - 2027) and the Luas to Finglas (2028)’.

Chapter 8 of the Plan relates to Sustainable Movement and Transport. It establishes a policy framework aimed at, inter alia, addressing climate change through sustainable mobility, achieving effective integration of land use and transportation, and improving the attractiveness of the environment by reducing car dominance. It recognises the opportunities presented by MetroLink, Luas, DART+ and BusConnects proposals in this regard, supported by dedicated policies and objectives which include:

- Policy SMT1 Modal Shift and Compact Growth: *‘To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth’;*
- Objective SMT01 Transition to More Sustainable Travel Modes: *‘To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the*

development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/Luas); and 17% private (car/ van/HGV/motorcycle)';

- Policy SMT3 Integrated Transport Network: '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';
- Policy SMT4 Integration of Public Transport Services and Development: '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'; and
- Policy SMT5 Mobility Hubs: 'To support the development of mobility hubs at key public transport locations and local mobility hubs in tandem with new developments to include shared car and micro mobility initiatives, creating a vibrant, accessible and liveable place to support the transportation experience'.

The Plan promotes the 15-minute city concept of creating active, healthy communities with ease of access to amenities and services. It recognises that the integration of walking, cycling and public transport is important to make active travel an attractive alternative choice to car-based transport, as supported under Policy SMT19:

Policy SMT19 - Integration of Active Travel with Public Transport reads as follows: 'To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all'.

The Plan emphasises that key strategic transport projects, including Luas line extensions, will 'continue the expansion of an integrated public transport system for the Dublin region and have the potential for a transformative impact on travel modes over the coming years'. In this regard, the delivery of Luas Finglas is supported directly under Policy SMT22:

Policy SMT22 - Key Sustainable Transport Projects reads as follows: '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:

- 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'.

The achievement of compact growth in designated Strategic Development Regeneration Areas (SDRAs) is a key component of the Dublin City Development Plan 2022-2028. Finglas Village Environs and Jamestown Lands are designated as SDRA 3, with Chapter 13 of the Plan establishing guiding principles for the development of this area with identified capacity to deliver 2,800 residential units in the life of the Development Plan. It confirms that this SDRA designation in this case seeks:

- 'To support the economic revitalisation of Finglas Village;
- To provide for more varied and intense mix of uses within the Dublin Metropolitan Area; and
- To maximise the potential of a well-connected but underutilised brownfield area located adjacent to the proposed Luas green line extension to Finglas, and proposed Finglas Core Bus Corridor'.

Section 13.5 of the Plan identifies the provision of the proposed Scheme as an important part of the overall development of the area, noting:

- There is an opportunity to address barriers to movement in Finglas Village through BusConnects and Luas Finglas proposals;

- That a key green infrastructure route shall be accommodated along the line of the proposed Luas Finglas route, linking the Jamestown lands in the north to Tolka Valley Park in the south;
- That the design of Luas Finglas will directly inform the master planning of the Jamestown Lands, the urban structure of which will include a strategic pedestrian/cycle amenity link crossing the lands aligned with key desire lines to the proposed Luas extension forming part of the green infrastructure network, providing a key link between proposed open spaces;
- That development ratios, densities and height will be developed to avail of proposed public transport infrastructure and the development of a sustainable and compact urban form.

The Plan commits to the preparation of a masterplan for the Jamestown lands and that all subsequent planning applications in the SDRA will be required to comply with its contents (further information below).

Variation No. 4 Dublin City Development Plan (2022-2028) - Jamestown Masterplan 2023

In February 2024, Dublin City Council adopted Variation No. 4 of the 2022 Dublin City Development Plan. This variation related to SDRA 3 Finglas Village Environs and Jamestown Lands and the incorporation of Jamestown Masterplan 2023 into the Development Plan by way of a new appendix. The Masterplan translates the guiding principles within SDRA 3 of the Dublin City Development Plan 2022-2028 to ensure an integrated urban design-led solution to the re-development of the lands. It establishes the following vision for the masterplan area:

‘The Jamestown Masterplan will regenerate 43 hectares of strategically placed low intensity industrial lands and will deliver a sustainable, mixed use neighbourhood with a focus on new homes, creating new and supporting existing jobs, complemented with high quality community amenities and open spaces. Capitalising on significant state investment in public transportation (Luas Finglas and BusConnects), Jamestown has the potential to become an exemplar in urban design-led planning, underpinned by sustainable mobility, green infrastructure and sustainable urban drainage, addressing climate change adaptation’.

The document indicates that the masterplan area will include one Luas Stop and a Park & Ride facility. Section 5 of the Masterplan confirms that the overall strategy for the land use function is based on two hubs, namely: a sustainable mobility hub to the northwest of the lands proximate to the proposed Luas Stop on St Margaret’s Road, and a community hub located to the centre of the lands proximate to the public open space and school site. As per Figure 2-7, residential, employment/commercial led mixed uses, and a school site are indicated towards the centre of the masterplan, and proximate to the Luas to reinforce the community and sustainable mobility hubs.

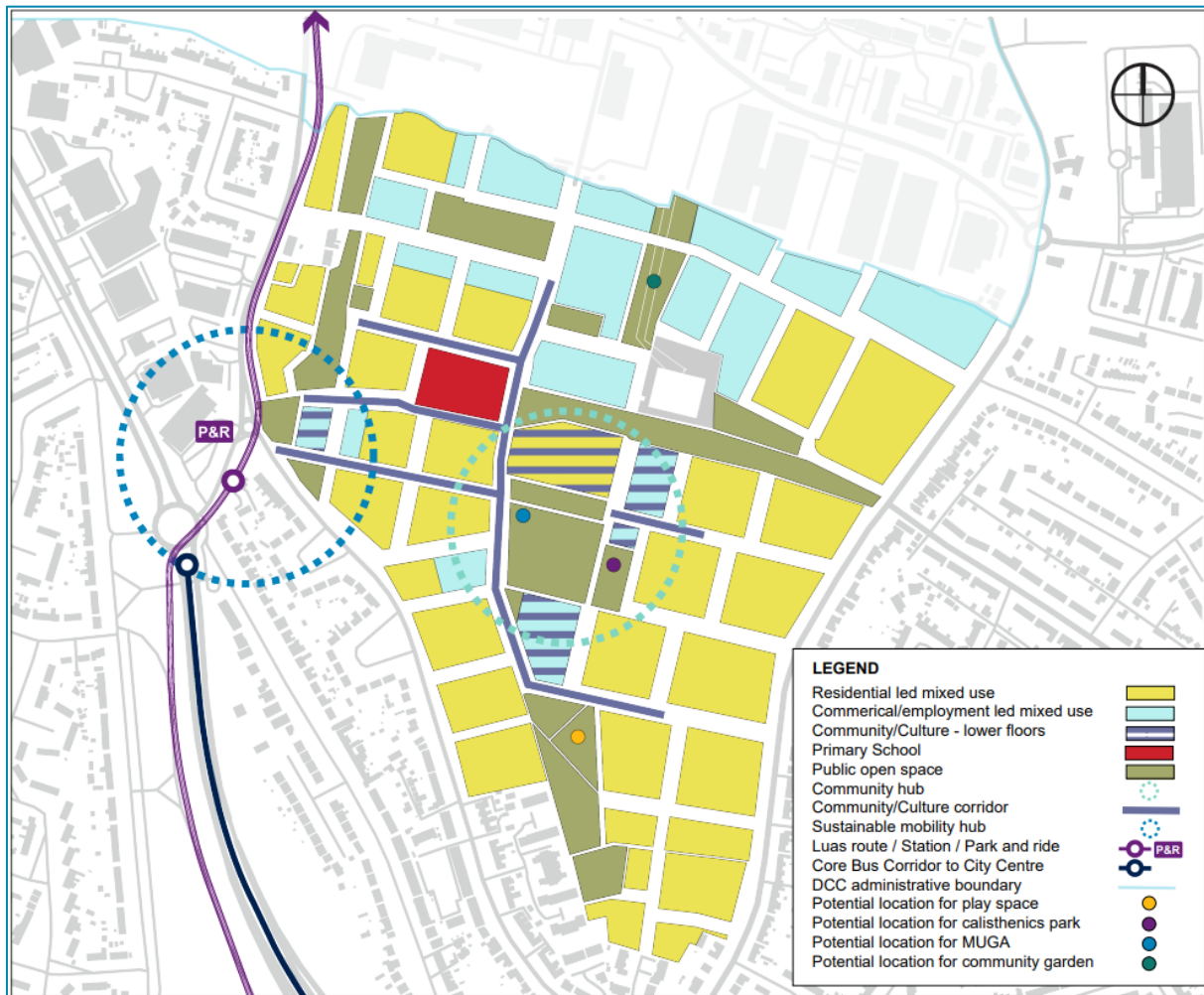


Figure 2-7: Land Use Function, Jamestown Masterplan 2023 – Strategic Development and Regeneration Area 3 illustrating planned integration between public transport infrastructure, land use and functional areas (DCC, 2023)

By encouraging modal shift away from private cars, the proposed Scheme will contribute significantly to the development of a low carbon, sustainable and climate resilient city, as championed under the Dublin City Development Plan 2022-2028. The importance of the proposed Scheme in this regard is reflected in its identification as a ‘*Core Strategy*’ key enabling transportation infrastructure project. It will directly support the realisation of compact growth, modal shift, and transportation integration objectives. With the route of the proposed Scheme closely integrating with the regeneration lands under SDRA 3, it will facilitate their inclusion within the ‘*15-minute city*’ concept and play a transformative role in the effective and sustainable redevelopment of these lands. In this context it will play a crucial role in the realisation of the vision set out under the Jamestown Masterplan 2023 and the Baile Bogáin (Ballyboggan) Pre-Draft LAP 2024 – 2030.

2.2.5.2 Fingal County Development Plan 2023-2029

The Fingal County Development Plan 2023-2029 came into effect on the 5th of April 2023 (Fingal County Council, 2023). The strategic vision for the Plan period includes embracing healthy placemaking and economic prosperity through building cohesive and sustainable communities, with the continued growth of the county advanced in a sustainable way as a series of well-served, well-connected towns, villages and communities and a low carbon economy. The Plan sets out a number of interlinked strategic objectives to deliver on this, which includes the following:

- Transition to an environmentally sustainable carbon neutral economy;
- Continue the development of a network of well-serviced, well-connected, sustainable neighbourhoods which have a range of facilities, a choice of tenure and universally designed adaptable house types, promote social inclusion and integration of all minority communities;
- Ensure the highest quality of public realm and urban design principles are applied to all new developments, ensuring developments contribute to a positive sense of place and local distinctiveness of an area and facilitate the universal design approach into all developments; and
- Reduce car dependency and promote and facilitate sustainable modes of transport. Prioritise walking, cycling and public transport, while supporting an efficient and effective transport system.

The Plan identifies the future development potential of strategic lands at Dunsink, having regard to its proximity to Ashtown station and 'Luas Finglas – the Green Line Extension'. It notes that a detailed feasibility study of these lands is ongoing and that development of a mixed-use district providing approximately 7,000 residential units as a long-term strategic land bank is envisaged. It is proposed to prepare a statutory plan to realise development potential in this area which is formalised under Objective CSO31:

Objective CSO31 – Dunsink: 'Prepare a local statutory plan for the Long Term Strategic Reserve lands at Dunsink during the lifetime of this Development Plan, in consultation with the relevant stakeholders, including an infrastructural audit with costings and implementation strategy to enable sustainable regeneration and development of the area that is cognisant of, and sensitive to the significant historic buildings within the area including the nationally important architectural heritage site of Dunsink Observatory. This plan shall include Dunsink Observatory lands and the provision of a Planetarium'.

The settlement strategy in the Plan highlights that southern parts of Fingal county near the administrative area of Dublin City Council (Charlestown, Meakstown, Santry, Balgriffin and Belcamp)³ have experienced significant growth in recent years, comprising a mix of residential and expanding employment. It highlights that a Framework Plan is proposed for the Jamestown Industrial Estate⁴ to examine future rejuvenation opportunities for the lands, due to their location adjoining regeneration lands in the Dublin City Council area, noting that future transportation investment including Luas Finglas, Northwood MetroLink stop and BusConnects will benefit ongoing residential and commercial expansion within the area. It recognises from a strategic perspective that the area benefits from a multitude of employment hubs, including the wider service centres of Blanchardstown, Swords, Finglas, Dublin City and crucially Dublin Airport.

The Plan establishes objectives to consolidate, enhance and renew the settlements identified ensuring the growth of sustainable communities and strengthening economic performance in order to maximise the competitive advantages arising from the area's geographic location and transport links. These include the following:

- Policy CSP19 – Compact, Sequential and Sustainable Urban Growth: *'Promote compact, sequential and sustainable urban growth to realise targets of at least 50% of all new homes to be built, within or contiguous to the existing built-up area of Dublin City and suburbs and a target of at least 30% for other metropolitan settlements, with a focus on healthy placemaking and improved quality of life';*
- Policy CSP21 – Santry, Ballymun and Meakstown, Charlestown, Finglas and Lanesborough: *'Define the areas of Santry, Ballymun and Meakstown, Charlestown, Finglas and Lanesborough positively by the development and enhancement of greater connectivity links between these areas and the rest of Fingal';*
- Objective CSO26 – High Quality, Sustainable & Inclusive Development: *'Promote development which incorporates a high quality, sustainable and inclusive approach to proposals in the Dublin City and*

³ Forming part of the defined Dublin City and Suburbs in the RSES for the Eastern and Midlands Region.

⁴ Referred to as Jamestown Business Park (FP 11.C) in Table 2.19 of the Fingal County Development Plan 2023-2029, and which provides a list of proposed framework plans (non-statutory) which will be prepared, subject to resources, during the period 2023-2029.

Suburbs Area, which are supported by sustainable means of travel, and which create locally distinctive neighbourhoods and positively contribute to the existing built and natural heritage’.

The Plan recognises that reducing emissions from transport is one of the major challenges facing society and FCC acknowledges the importance of transitioning to low carbon mobility solutions to mitigate against climate change. It promotes the need for a shift to more sustainable travel choices by designing our built environments in a way that prioritises the most carbon efficient modes such as walking, cycling and public transport. It also seeks to support and encourage behavioural change by placing a focus on achieving residential and employment development in sustainable compact locations and utilising brownfield lands in existing settlements adjacent to existing facilities and transport infrastructure. This will be achieved, inter alia, via the following objectives:

- Policy CMP1 – Decarbonisation of Motorised Transport: *‘Support the decarbonisation of motorised transport and facilitate modal shift to walking, cycling and public transport and taking account of National and Regional policy and guidance, while supporting an efficient and effective transport system’;*
- Objective CMO1 – Transition to Sustainable Modes: *‘Work with the NTA, TII and other transport agencies in facilitating the integrated set of transport objectives for the County as set out in this Plan, in line with National and Regional policy including the NTA’s GDA Transport Strategy and any subsequent plan to encourage modal shift towards more sustainable modes of transport and patterns of commuting to reduce reliance on the private car’;*
- Policy CMP2 – Managing Demand for Travel: *‘Concentrate compact growth around existing and planned transport services ensuring that transport and land-use are integrated to the greatest extent possible so that the demand for travel in general and for car-based travel is reduced’;* and
- Policy CMP3 – Integrated Land-Use and Transport Approach: *‘Provide for an integrated approach to land-use and transportation aimed at minimising the demand for travel and prioritising sustainable modes of transport including walking, cycling and public transport’.*

Chapter 6 of the Plan promotes the development of an expanded high-quality and connected walking and cycling network throughout the county, inclusive of integration with public transport infrastructure as reflected in the following objectives:

- Policy CMP7 – Pedestrian and Cycling Network: *‘Secure the development of a high-quality, connected and inclusive pedestrian and cycling network and provision of supporting facilities / infrastructure across the County, including the upgrade of the existing network and support the integration of walking, cycling and physical activity with placemaking including public realm improvements, in collaboration with the NTA, other relevant stakeholders, local communities and adjoining Local Authorities in the context of the impact of development schemes with cross boundary impacts and opportunities where appropriate Routes within the network shall have regard to NTA and TII national standards and policies’;*
- Objective CMO6 – Integration of Active Travel with Public Transport: *‘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’;* and
- Policy CMP21 – Park and Ride: *‘Support the provision of Park and Ride facilities in conjunction with supporting ancillary infrastructure to accommodate the transition to sustainable mobility modes at suitable locations in accordance with the large-scale transportation projects being delivered under the NTA Strategy’.*

The Plan underlines that public transport is crucial in supporting future sustainable and economic growth within the County, supporting efficiency of travel without the use of the private car, enabling modal shift, reducing traffic congestion and harmful emissions and improving quality of life.

- Objective CMO3 – Integration of Public Transport and Development: *‘Support and facilitate high-density, mixed-use development and trip intensive uses along public transport corridors and to ensure the integration of high-quality permeability links and public realm in conjunction with the delivery of public transport services through plan frameworks to generate and reinforce sustainable patterns of compact growth and development in the County’;* and

- Policy CMP18 – Public Transport: ‘Support the provision of a high-quality public transportation system that is accessible to all to serve the needs of the County and to enable a significant shift from car-based travel to public transport’.

Specifically, the delivery of the Luas expansion programme, which includes Luas Finglas, is supported under Objectives CMO23 and CMO24.

- Objective CMO23 – Enabling Public Transport Projects: ‘Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and Luas expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders’; and
- Objective CMO24: ‘Support NTA and other stakeholders in implementing the NTA Strategy including MetroLink, BusConnects, DART+, Luas and the GDA Cycle Network’.

It is evident that the proposed Scheme will support the delivery of strategic objectives and local policies in the Fingal County Development Plan 2023-2029. The Plan prioritises the achievement of compact and sustainable growth structured around an accessible, high quality and integrated public transport system. The proposed Scheme will deliver directly upon these objectives. In addition, it will contribute towards the achievement of the Council’s objectives to decarbonise motorised transport and transition to sustainable travel modes. The proposed Scheme is furthermore, specifically identified as an important enabling public transport project which will also support the longer-term regeneration of strategic residential reserved lands at Dunsink in Fingal.

2.2.5.3 Baile Bogáin (Ballyboggan) Pre-Draft Local Area Plan 2024 – 2030 – Issues Paper

Dublin City Council is currently engaged in the preparation of a draft statutory LAP for over 75ha of lands at Dublin Industrial Estate and environs. In April 2023, DCC entered into public consultation regarding the Issues Paper, the first step in the plan-making process, undertaken to identify local issues and inform the preparation of the draft plan.

The Issues Paper Vision identifies that Dublin Industrial Estate and environs represents a substantial underutilised land bank in the city, where it is considered that there is great potential for the provision of high quality new residential and commercial development, and to progress national targets for housing delivery on brownfield lands within urban areas.

While both the Luas Green Line and the Maynooth / Kildare main rail line stop at Broombridge Station, within the LAP area, the lack of pedestrian permeability within and through the industrial lands has, to date, undermined connectivity with existing public transport, resulting in the dominance of vehicular traffic and parking.

The Issues Paper emphasises the importance of sustainable and efficient movement of people and goods for the success and vitality of the city and quality of life of its residents. It notes that the preferred emerging route of Luas Green Line Finglas extension will travel through the LAP area, playing a crucial role in unlocking the future development potential of the LAP lands. However, it highlights that the design of future neighbourhoods and urban spaces must also consider how to best to integrate with the proposed Luas to Finglas Green Line extension, to ensure that this transport infrastructure will not lead to the creation of severance or physical and visual barriers in the future urban form of the area.

The delivery of the proposed Scheme is recognised as being integral to the delivery of the Pre-draft LAP Vision for the sustainable development of the LAP area. The proposed Scheme is identified as an important enabling public transport project which will unlock the future development potential of the LAP lands. However, it emphasises that the integration of its design with that of future LAP neighbourhoods is crucial.

2.2.5.4 Local Authority Climate Action Plans

Section 15 of the Climate Action and Low Carbon Development Act 2015 (as amended), sets out that:

‘15. (1) A relevant body shall, in so far as practicable, perform its functions in a manner consistent with:
(a) the most recent approved climate action plan;
(b) the most recent approved national long term climate action strategy;
(c) the most recent approved national adaptation framework and approved sectoral adaptation plans;
(d) the furtherance of the national climate objective; and
(e) the objective of mitigating greenhouse gas emissions and adapting to the effects of climate change in the State.’

The four local authorities within the Dublin Region - (Dublin City Council (DCC), Fingal County Council (FCC), South Dublin County Council (SDCC) and Dún Laoghaire Rathdown Council (DLRCC) - each have an individual climate change action plan aimed at tackling climate change and setting a path to addressing the challenges related to the consequences of climate change. The plan review process has recently been completed with FCC’s plan being adopted in February 2024 and DCC’s plan being adopted in March 2024. A detailed review of these plans is included in Chapter 14 (Climate) of this EIAR and summarised below.

The DCC Climate Action Plan sets out the following targets:

- 51% reduction in greenhouse gas emissions by 2030;
- To make Dublin a Climate Resilient City prepared for the known and unknown impacts of climate change;
- Strive for neutrality before 2050; and
- Strive for a Just Transition meaning that the actions taken do not cause harm. (Dublin City Council, 2024)

While the FCC Climate Action Plan sets out the following targets:

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

It recognises that the transportation sector, responsible for an estimated 45% of total emissions, is the largest contributor to GHG emissions in Fingal. In line with CAP 23 and CAP 24 it adopts the Avoid-Shift-Improve approach within the Development Plan policies and objectives. These focus on Connectivity & Movement in support of Climate Action and strengthening the integration of land-use and transport planning; with a priority focus on compact growth served by high quality public transport and increased provision of walking and cycling infrastructure.

A key action area for Transport related emissions includes continuing to work with the relevant transportation bodies (including the NTA, TII, Dublin Bus, Luas, Irish Rail, Bus Éireann, and Road Safety Authority) to facilitate and provide support in delivering major improvements to the public transport network and measures to achieve modal shift. The proposed Scheme is fully in line with these aims and targets.

The DCC Climate Neutral Dublin 2030, Local Authority Climate Action Plan shares a number of common targets with the FCC plan, specifically in relation to GHG emissions targets and the climate resilience ambition for Dublin City. Transport is included amongst the Plan’s six key actions areas, in particular the promotion of active and public transport. The proposed Scheme is in compliance with this objective.

2.3 Summary

EU policy is unequivocal on the need to develop safe, reliable and sustainable public transport as a critical component part of resilient cities. Based on a review of the governing legislative and planning policy context, the proposed Scheme will contribute directly to the attainment of objectives related to the creation of an integrated and multi-modal sustainable transport system, supporting decarbonisation, a reduction in pollution and congestion, whilst making mobility healthier and more accessible, with multimodal "cycle - LRT trips" at its core. In doing so, it will improve quality of life and make Dublin a more compact and competitive city.

National and regional policy is prescriptive on the need to achieve smart and sustainable growth, with the advancement of Luas capacity and associated cycle/pedestrian enhancements to better connect communities and enable transport-led development. This is repeatedly referred to in policy documents, including the NPF, the NDP and the Regional Spatial and Economic Strategy for the Eastern and Midland Region. In terms of the latter, it is evident that the proposed Scheme is a key infrastructure project of regional significance, the delivery of which will directly underpin its growth strategy, including the establishment of Dublin as a healthy, low carbon and accessible global city region.

The Dublin City Development Plan 2022-2028 explicitly identifies and supports the delivery of the proposed Scheme among the key sustainable integrated transport projects which can have a transformative impact in the coming years. The proposed Scheme will address an identified infrastructure quality gap in Dublin City. The Plan confirms that it will address barriers to movement in Finglas Village and positively shape the regeneration of the Jamestown Masterplan area, unlocking significant development potential.

Similarly, the Fingal County Development Plan 2023-2029 highlights the critical importance of transitioning to low carbon mobility solutions to mitigate against climate change. It emphasises the need for compact, sequential and sustainable growth in order to maximise the competitive advantages arising from the area's geographic location and its transport links. Specifically, the delivery of the Luas expansion programme, which includes Luas Finglas, is supported in this regard. The Plan also identifies the future development potential of strategic lands at Dunsink, having regard to its proximity to Ashtown station and the Luas Finglas extension, with approximately 7,000 future residential units earmarked for the area.

2.4 Difficulties Encountered in Compiling Information

No difficulties were encountered during the preparation of this Chapter of the EIAR.

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