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Appendix A2.1
Planning Report

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Acronym	Meaning
AA	Appropriate Assessment
ACA	Architectural Conservation Areas
AWB	Artificial Water Bodies
CBC	Core Bus Corridor
CIE	Coras Iompair Éireann
DAA	Dublin Airport Authority
DCC	Dublin City Council
DCCAIE	Department of Communications, Climate Action and Environment
DCDP	Dublin City Development Plan
DCENR	Department of communications, Energy and Natural Resources
DCHG	Department of Cultural, Heritage and the Gaeltacht
DTTAS	Department of Transport, Tourism and Sport
EE	Enterprise and Employment
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EMRA	Eastern and Midlands Regional Assembly
EPR	Emerging Preferred Route
EU	European Union
FRA	Flood Risk Assessment
GDA	Greater Dublin Area
GDACNP	Greater Dublin Area Cycle Network Plan
GEP	Good Ecological Potential
GES	Good Ecological Status
HMWB	Heavily Modified Water Bodies
HSE	Health Service Executive
IFI	Inland Fisheries Ireland
IW	Irish Water
KDC	Key District Centre
LAP	Local Area Plan
LEV's	Low Emission Vehicles
MRC	Major Retail Centre
NAF	National Adaptation Framework
NCPF	National Cycle Policy Framework
NDP	National Development Plan
NIS	Natura Impact Statement
NIFTI	National Investment Framework for Transport in Ireland
NPF	National Planning Framework
NPO	National Policy Objective
NPWS	National Park and Wildlife Service
NSO	National Strategic Outcome
NTA	National Transport Authority
OPW	Office of Public Work
OS	Open Space
PR	Planning Report
REGEN	Regeneration
RES	Existing Residential
RPO	Regional Policy Objective
RSA	Road Safety Authority
RSES	Regional Spatial Economic Strategy
RSO	Regional Strategic Outcome

Acronym	Meaning
SDCC	South Dublin County Council
SDCCDP	South Dublin County Council Development Plan
SDG's	Sustainable Development Goals
SDRA	Strategic Development Regeneration Area
SDRZ	Strategic Development Regeneration Zone
SEA	Strategic Environmental Assessment
SFILT	Strategic Framework for Investment in Land Transport
TEN-T	Trans European Transport Network
TII	Transport Infrastructure Ireland
UN	United Nations
WFD	Water Framework Directive

1. Introduction

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

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

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

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

1.1 Summary Description of the Proposed Scheme

The Proposed Scheme will commence on the Fonthill Road at the tie in point with the new Liffey Valley Shopping Centre Bus Interchange and Road Improvement Scheme. The Proposed Scheme will continue along Fonthill Road where it will turn left onto Coldcut Road and continue to the bridge over the M50, subsequently turning right onto Ballyfermot Road. The Proposed Scheme will travel through Ballyfermot Village and continue onto Sarsfield Road, whilst city bound general traffic will be diverted via Le Fanu Road and Kylemore Road.

The Proposed Scheme will continue along Sarsfield Road, turning right at the junction with Con Colbert Road before turning right again onto Grattan Crescent. The Proposed Scheme will then turn left onto Emmet Road and will continue along Old Kilmainham, Mount Brown, James's Street and Thomas Street. At Cornmarket, the Proposed Scheme will turn right onto High Street. At the junction with Nicholas Street and Winetavern Street the Proposed Scheme will tie into the existing traffic management regime in the City Centre.

The Proposed Scheme includes an upgrade of the existing bus priority and cycle facilities. The scheme includes a substantial increase in the level of bus priority provided along the corridor, including the provision of additional lengths of bus lane resulting in improved journey time reliability. Throughout the Proposed Scheme bus stops will be enhanced to improve the overall journey experience for bus passengers and cycle facilities will be substantially improved with segregated cycle tracks provided along the links and protected junctions with enhanced signalling for cyclists provided at junctions.

Moreover, pedestrian facilities will be upgraded and additional signalised crossings be provided. In addition, urban realm works will be undertaken at key locations with higher quality materials, planting and street furniture provided to enhance the pedestrian experience; an example of this can be seen at the Ballyfermot Roundabout.

The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services that will use the corridor.

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

1.2 Proposed Works Background

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

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

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

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

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

1.3 Overview for the Need for the Proposed Scheme

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

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

The key radial traffic routes into and out of Dublin City Centre are characterised, in part, by poor bus and cycle infrastructure. Effective and reliable bus priority can be achieved through a combination of continuous bus lanes and signal control priority at pinch-points and junctions. Currently bus lanes are available for 22% of the route of the Proposed Scheme. Cyclists must typically share space on bus lanes or general traffic lanes with only 12% of the route of the Proposed Scheme providing segregated cycle tracks. Furthermore there are key sections of the current bus lanes that are not operational on a 24-hour basis. Additionally bus lanes are being shared with both formal and informal parking facilities and cyclists. These conditions compromise the reliability and effectiveness of the bus services in these areas.

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

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

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

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

Investments in high quality public transport infrastructure and systems have been proven to result in significant modal shift. Indeed, in Dublin the Canal Cordon Report (NTA 2019a) outlined that in 2019 (prior to COVID-19 restrictions) travel by sustainable modes accounted for 72% of all trips into Dublin City Centre, compared to 59% in 2010. This positive improvement in sustainable mode uptake was facilitated by investment in walking, cycling and bus infrastructure, Luas Cross City and the re-opening of the Phoenix Park Tunnel in addition to investments in systems such as Leap Card and Real Time Passenger Information.

The COVID-19 pandemic brought about a short-term change in travel patterns in the GDA (which led, for example, to fewer people using public transport and more people working from home). Travel demand and patterns of travel have now started to return to pre-pandemic levels and are anticipated to grow in line with population growth. The ability of public transport to respond to this demand is dependent on the quality of the transport system, in particular the reliability of a bus service that is not constrained by general traffic congestion.

1.3.1 The Bus Network

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

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

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

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

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

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

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

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

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

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

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

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

The main bus corridors in the West Dublin area run along the N4 and the R148 Chapelizod Bypass where there are almost continuous bus lanes in both directions from Lucan as far as O'Connell Bridge. There is some inbound bus lane provision along Ballyfermot Road but limited outbound infrastructure. Along Sarsfield Road, outbound bus lanes provide bus priority. Sections of Grattan Crescent, Emmet Road, James's Street and Thomas Street also have sections of bus infrastructure provision.

The Core Bus Network study included a recommended route from Liffey Valley to the City Centre on the basis of the need to serve significant demand along this entire corridor and the fact that there are significant origins and destinations, including Liffey Valley shopping centre and retail parks, Cherry Orchard Hospital, Ballyfermot, Inchicore, St James's Hospital and Cornmarket along the corridor. There is also a high volume of scheduled bus services operating along this corridor.

While there is a high level of bus service provision along this corridor, only 22% of the route has bus priority. There are large gaps in bus priority along the Fonthill Road, Ballyfermot Road, Sarsfield Road and Mount Brown.

1.3.2 The Cycle Network

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

The predominant provision for cycling in the South Dublin County Council (SDCC) and Dublin City Council (DCC) areas, including the areas associated with the Proposed Scheme, is by means of either on street cycle lanes (both advisory and mandatory) or bus lanes. These facilities are generally of a low Quality of Service (QoS) in the city area mainly due to the lack of width for cyclists, lack of segregation, and the consequent discomfort caused by large volumes of vehicular traffic sharing the road space. The GDACNP found that typically the cycle lanes achieve a QoS score of C or D in the areas of the Proposed Scheme (QoS scores are assigned on a five-point scale from A+ to D). More information on the QoS cycling assessment criteria can be found in Chapter 6 (Traffic & Transport) in the EIAR. It is noted that since the production of GDACNP a number of interventions have taken place – both permanent and temporary. In the case of the Proposed Scheme however only 12% of the route is currently providing segregated cycle tracks.

For cyclists, segregated facilities should be provided where appropriate to do so based on the guidance set out in the National Cycle Manual (hereafter NCM) (NTA 2011) . The GDACNP proposes a network of cycle links throughout the GDA, categorised as follows:

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

There are two primary cycle routes identified along the majority of the Proposed Scheme (Cycle Routes 7, 7A). Additionally there are a number of secondary cycle routes along the Proposed Scheme (including, S02, S04, 8C1, 7D).

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

1.3.3 Infrastructure Works

1.3.3.1 Core Bus Network Development

In Section 5.5.4 of the GDA Transport Strategy (NTA 2016) it states that '*[a] number of the Core Radial Bus Corridors are proposed to be developed as Bus Rapid Transit routes, where the passenger numbers forecast on the routes are approaching the limits of conventional bus route capacity.*'

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

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

1.3.3.2 The Local Transport Need

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

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

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

Corridor	AM Peak Inbound	PM Peak Inbound	AM Peak Outbound	PM Peak Outbound
Liffey Valley to City Centre	39.00	33.42	28.19	47.12

The AVL data indicates that current bus services suffer variations in travel time of up to 12 minutes along the route of Proposed Scheme and with any further increases in traffic levels these issues are expected to be exacerbated. In addition to impacting on bus passengers, longer and less reliable bus services also require operators to use additional buses to maintain headways to fill gaps in the timetable. Aligned to this, the remaining sections of un-prioritised bus network can lead to clustering of buses which, in turn, means stops can become overcrowded, creating delays in boarding and alighting and the imbalanced use of bus capacity.

Within the extents of the Proposed Scheme route, bus priority infrastructure is currently provided along approximately 20% (outbound) and 25% (inbound), cumulatively equating to 22% of the length of the Proposed Scheme route. The Proposed Scheme will facilitate 100% bus priority and will complement the rollout of the Dublin Area Bus Network Redesign to deliver improved bus services on the route. This will improve journey times for bus, enhance its reliability, and provide resilience to congestion.

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

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

The Proposed Scheme has an overall length of approximately 9.2km and commences on the Fonthill Road where it will tie into the new bus interchange facility and road improvement scheme. The Proposed Scheme continues along the Fonthill road to the west and south of Liffey Valley shopping centre in a southerly direction towards Coldcut Road. From here it joins the R833 Coldcut Road and continues where it passes over the M50, subsequently turning onto the R833 Ballyfermot Road. The Proposed Scheme then travels through Ballyfermot Village and continues onto Sarsfield Road, whilst city bound general traffic is diverted via Le Fanu Road and Kylemore Road where it then re-joins the route at Ballyfermot Road.

The Proposed Scheme continues along Ballyfermot Road and Sarsfield Road, turning right at the junction with Con Colbert Road before turning right again onto Grattan Crescent. At the intersection of Grattan Crescent and Emmet Road the Proposed Scheme turns left onto Emmet Road, where it continues along Old Kilmainham, Mount Brown, James's Street and Thomas Street. At Cornmarket, the Proposed Scheme turns right onto High Street and continues to the junction with Nicholas Street and Winetavern Street where it will join the existing traffic management regime in the City Centre.

Along the route of the Proposed Scheme, there are a number of amenities, village and urban centres which experience high pedestrian usage including Liffey Valley Shopping Centre, Ballyfermot, Inchicore and the James's

Street, Thomas Street and High Street areas. In order to improve accessibility to jobs, education and other social and economic opportunities through the provision of an integrated sustainable transport system, there needs to be a high quality pedestrian environment, for which the Proposed Scheme supports delivering where practical to do so. The Proposed Scheme includes significant improvements to the pedestrian environment along the entirety of its route in terms of additional crossing locations, increased pedestrian directness, provision of traffic calming measures, improved accessibility facilities and increased footpath and crossing widths, thereby addressing existing level of service deficiencies and enhancing the pedestrian environment.

In terms of the need to improve facilities for cyclists, as referenced in Section 1.3.2, as part of the GDACNP there are two primary cycle routes (Cycle Route 7 and Cycle Route 7A), as well as secondary cycle routes (including Cycle Routes SO2, C3, 8C1, SO4) along the Proposed Scheme.

Within the extents of the Proposed Scheme there are mandatory cycle tracks provided on approximately 9% and 15% of the route outbound and inbound respectively, while advisory cycle lanes are provided on approximately 28% and 31% of the route outbound and inbound respectively. The remaining extents have no dedicated cycle provision or cyclists must cycle within the bus lanes provided. Cycle facilities in the Proposed Scheme will increase in both directions with the majority, approximately 68%, being segregated. There are several uncontrolled crossings along the route of the Proposed Scheme, particularly at side roads where they are generally of poor standard, including lack of provision for the mobility and visually impaired. These are all proposed to be upgraded as part of the Proposed Scheme.

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

- Route 26 – From Liffey Valley Shopping Centre - Merrion Square South;
- Route 40 – From Liffey Valley Shopping Centre - Charlestown Centre;
- Route 76 – From The Square - Glenaulin;
- Route 76a – From The Square - Blanchardstown Sc;
- Route 18 – From Newgrove Avenue - Hollyville Lawn;
- Route 79 – From Aston Quay - Spiddal Park;
- Route 79a – From Aston Quay - Park West Avenue;
- Route 13 – From Harristown Bus Garage - Business Park Bus Terminus; and
- Route 123 – From Kilnamanagh Road - Griffith Avenue.

Many of these services suffer from journey time unreliability, particularly in peak times, due to the lack of bus priority provision. Only 22% of the existing route includes bus priority measures, meaning that there are sections of the above listed routes which get delayed as a result of traffic congestion. Bus priority will increase to 100% following completion of the Proposed Scheme. In addition to the level of service improvements the Proposed Scheme will facilitate for existing bus services, the ongoing Dublin Area Bus Network Redesign will see continued investment in bus services into the future, which will also be afforded similar journey-time reliability and therefore improve their attractiveness as an alternative to private car usage.

As part of the BusConnects revised bus network proposals, the Proposed Scheme will serve the G-Spine bus services. Image 2.7 in Chapter 2 (Need for the Proposed Scheme) in the EIAR is an extract from the New Dublin Area Bus Network Map (NTA 2020) and shows the G-Spine interface with the Proposed Scheme between Liffey Valley to High Street. Demand for travel by bus is anticipated to continue to grow in this corridor into the future, in line with population growth. The bus priority measures forming part of the Proposed Scheme are required to accommodate this growth in travel demand and to facilitate the revised bus network (G-Spine) by providing journey time and reliability savings for passengers. This will ensure that the projected growth in passenger demand is facilitated and protected from increasing congestion, providing resilience which can in the future cater for additional bus service provision.

1.4 Overview of the Benefits of the Proposed Scheme

The Proposed Scheme has been designed to facilitate improved efficiency of the transport network through the improvement of the infrastructure for active (walking and cycling) and public transport modes making them

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

The Proposed Scheme design involves the prioritisation of People Movement, focusing on maximising the throughput of sustainable modes (i.e. Walking, Cycling and Bus). A quantitative people-movement assessment, as part of the transport impact assessment, facilitates a comparison of the Do Minimum and Do Something peak-hour scenarios for the forecast years (2028 and 2043). The benefits resulting from the 2028 AM Peak Hour people-movement assessment shows that there is an increase of 58% in the number of people travelling by bus, an increase of 45% in people walking or cycling, and a reduction of 53% in the number of people travelling by car along the route of the Proposed Scheme.

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

A key objective of the Proposed Scheme is to enhance the potential for cycling along the route. Without the provision of cycling infrastructure, intended as part of the Proposed Scheme, there would continue to be an insufficient level of segregated provision for cyclists who currently, or in the future would be attracted to use the route of the Proposed Scheme. Currently within the existing extents of the Proposed Scheme there are segregated cycle tracks on approximately 12% of the route outbound and inbound respectively. This will increase to 68% in both directions. In addition to this, the significant segregation and safety improvements to walking and cycling infrastructure that is a key feature of the Proposed Scheme will further maximise the movement of people travelling sustainably along the corridor. All of these changes combined will therefore cater for higher levels of future sustainable population and employment growth.

The Proposed Scheme will make significant improvements to pedestrian infrastructure through the provision of increased signal crossings, introduction of traffic calming measures, improved accessibility, increased directness and wider footpaths and crossings. The number of pedestrian signal crossings will increase by approximately 44% as a result of the Proposed Scheme. The scheme design has been developed with regard to the relevant accessibility guidance. It is anticipated that the overall quality of pedestrian infrastructure will improve as a result of the Proposed Scheme. This aligns with the overarching aim to provide enhanced walking infrastructure on the corridor. The improved walking and cycling measures that the Proposed Scheme will provide will enhance the potential to grow these modes into the future.

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

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

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

2. Detailed Description of the Proposed Scheme

2.1 Liffey Valley to Le Fanu Road

The Proposed Scheme commences on Fonthill Road at the tie in with the Liffey Valley Shopping Centre Bus Interchange and Road Improvement Scheme. Between Fonthill Road and the junction with Coldcut Road, it is proposed to provide a continuous bus lane, cycle tracks and an improved footway in each direction. These proposals can be provided by widening into the central median, modifying the existing junctions and utilising existing green space adjacent to the road.

Two existing roundabouts on the Fonthill Road will be developed into signalised junctions and provide improved infrastructure for cyclists and pedestrians.

Temporary land acquisition is required for the Construction Compound on land adjacent to the Fonthill Road. Reinstatement of the proposed Construction Compound will be required in this area following completion of the works.

Either side of the M50 bridge on Coldcut Road, it is proposed to provide a continuous bus lane, cycle tracks and an improved footway in each direction. As Coldcut Road crosses over the M50, the carriageway width is restricted. To overcome this restriction and maintain bus priority over this section, it is proposed to provide Signal Controlled Bus Priority on both sides of the bridge crossing. The traffic signals at this location will be sequenced to ensure bus priority. To accommodate these changes, it is proposed to encroach on the green space to the east of the existing structure.

It is proposed to modify the Cloverhill Road and Kennelsfort Road junctions to provide improved facilities for cyclists and pedestrians. To accommodate these changes, it is proposed to utilise limited land take along the green space adjacent to Palmers Walk, Palmers Court and Palmers Drive.

On Ballyfermot Road, it is proposed provide a bus lane, general traffic lane, cycle track and footway in both directions. To accommodate this improved infrastructure, it may be necessary to acquire limited land take at the following locations:

- Cherry Orchard Industrial Estate;
- Cherry Orchard Hospital;
- Entrance Cherry Orchard Filling Station; and
- At junction with Le Fanu Road.

It is also proposed to amalgamate the main Ballyfermot Road and the access roads. This would provide sufficient space to improve the existing public transport infrastructure. Public Realm works, additional tree planting and provision for parallel parking are proposed where the access road will be modified.

2.2 Le Fanu Road to Sarsfield Road

At the Le Fanu Road junction, it is proposed to divert city bound traffic on to Le Fanu Road. The section of Ballyfermot Road between Le Fanu Road and Kylemore Junction will be restricted to one bus lane in both directions and one outbound general traffic lane. Local access on Ballyfermot Road between La Fanu Road and Colepark Road has been maintained. City bound traffic will be redirected along Le Fanu Road and Kylemore Road where it will then re-join the corridor at Ballyfermot Road. It is intended to provide cycle tracks and footways in both directions on this section of the Ballyfermot Road and on Kylemore Road.

Temporary land acquisition is required within this Section at various locations. For a Construction Compound, an area at the north side of Con Colbert Road will be required.

It is proposed to upgrade the existing roundabout at Kylemore Road / Ballyfermot Road to a signalised junction. Between Kylemore Road and Markievicz Park, it is intended to provide a continuous bus lane with a single general

traffic lane in each direction. Dedicated cycle tracks and footpath facilities will be provided through this section. To accommodate this, some areas of land acquisition will be required at the following locations:

- Limited green space from St. Raphael's and St. Gabriel's Primary School;
- Ballyfermot Resource Centre; and
- Limited green space from the former De La Salle National School / Mount La Salle.

To reduce the impact on Markievicz Park and the adjacent residential properties, it is proposed to provide Signal Controlled Bus Priority for citybound buses with the traffic signals sequenced to ensure full bus priority. The citybound bus lane would then be reintroduced at St. Laurence's Road. To accommodate the revised arrangements, it is intended to close the junction of O'Hogan Road and Ballyfermot Road as part of the implementation of the Signal Controlled Bus Priority on Ballyfermot Road. O'Hogan Road can still be accessed via Garryowen Road and Decies Road. Dedicated cycle tracks and footpath facilities will be provided through this section. The proposals will require land take at the following locations:

- Limited land take at Markievicz Park;
- Boundary lands at the Steeples Estate;
- Private frontages between O'Hogan Road and St. Laurence's Road;
- Boundary lands on Longmeadows Pitch and Putt / Longmeadow Park; and
- Private frontages between First Avenue and Saint Mary's Avenue West.

Between Sarsfield Road and Chapelizod Bypass it is proposed to extend the proposed cycle track to tie into the proposed cycle infrastructure that forms part of the Lucan to City Centre CBC Scheme. If the cycling infrastructure proposed as part of the Lucan to City Centre CBC Scheme is not in place when the Proposed Scheme is being implemented, cyclist have an alternative route to the City Centre via Sarsfield Road, Inchicore Road, Kilmainham Lane and Bow Lane where they will re-join the Proposed Scheme.

2.3 Sarsfield Road to City Centre

It is proposed to change Memorial Road from one way to two way for general traffic. Eastbound traffic will also be able to turn right from the Chapelizod Bypass to Memorial Road. It is intended to provide a cycle track in both directions on Memorial Road. On Inchicore Road, between Memorial Road and Grattan Crescent, it is proposed to retain the existing lane configuration. The junction of Grattan Crescent / Sarsfield Road / Inchicore Road will be upgraded to provide better walking and cycling facilities. The improved cycle facilities at this junction also facilitate the primary cycle route 7A which travels along Sarsfield Road and Inchicore Road and provides an alternative quiet street cycle route to the city centre before re-joining the corridor at Bow Lane.

On Grattan Crescent, it is proposed to provide bus lanes in both directions and one general traffic lane in a southbound direction. Northbound traffic will be permitted up to the junction with the C oras Iompair  ireann (CI ) Inchicore Works to maintain local access. The existing footway will be widened, and a new crossing will be provided between Grattan Crescent Park and Inchicore National School and the existing mature trees will be retained. Several of the car parking spaces adjacent to the entrance to Grattan Park will be retained. This design has been implemented following feedback received as part of the Public Consultation carried out on the Emerging Preferred Route (EPR) published in January 2019 where the local community raised concerns with the proposals to widen Grattan Crescent and remove the mature trees.

At the junction of Emmet Road and Tyrconnell Road, general traffic turning right from Emmet Road to Grattan Crescent will be for access to the CIE Inchicore Works only.

Between St. Vincent's Street West and South Circular Road, it is proposed to reconfigure Emmet Road to provide a bus lane and general traffic lane in both directions. To facilitate this wider road configuration some local on-street parking will need to be removed, but the focus has been to retain as much of the existing parking as possible.

To maintain bus priority on Old Kilmmainham / Mount Brown, it is proposed to provide a Bus Gate. Following concerns raised during the public consultation regarding access to Mount Brown, Old Kilmmainham, St James's Hospital and the local area, the design was refined to reduce these impacts. The Bus Gate was amended with

the westbound bus gate being relocated to the St James's Street entrance of the hospital campus. The eastbound bus gate location was retained but the length was shortened. The operational hours were also refined with the eastbound bus gate operating in the AM and the westbound bus gate operating in the PM. This revised arrangement for the bus gate will allow access at all times to Ceannt Fort, the Children's Hospital, Adult hospital, and local area from all directions.

Between the St. James' Adult Hospital Entrance and the Junction with Bow Lane West, it is proposed to retain the existing road layout. From Bow Lane West to High Street, it is intended to provide continuous cycle tracks, a bus lane where possible and general traffic lane in both directions. The existing footways along this section are being retained. Bus priority is provided via a combination of bus lanes, signal controlled priority and by the reduction in general traffic in the area as a result of the Bus Gate in Mount Brown.

At the Cornmarket junction the priority has been changed from High Street / Thomas Street to High Street / Bridge Street Upper. The junction has also been refined to remove the existing islands and provide improved walking and cycling facilities. The Proposed Scheme will join the City Centre traffic management regime at the junction with Nicholas Street and Winetavern Street.

3. Legislative, Planning and Development Context

3.1 Introduction

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

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

3.2 Legislative Context

3.2.1 The Roads Act

The Proposed Scheme is 'proposed road development' under the definitions provided by Section 2 of Roads Act, 1993 (as amended) (hereafter referred to as the Roads Act).

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

3.2.2 Requirement for Environmental Impact Assessment under the Roads Acts

The Roads Act defines 'proposed road development' as:

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

Section 50 of the Roads Act 1993 is concerned with environmental impact assessment (EIA) for 'road development'. Section 50(1)(a) provides as follows:

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

(i) the construction of a motorway;

(ii) the construction of a busway;

(iii) the construction of a service area;

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

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

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

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

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

3.3 International Policy

3.3.1 United Nations 2030 Agenda

In September 2015, Transforming Our World, the 2030 Agenda for Sustainable Development (the 2030 Agenda) was adopted by all 193 Members States of the United Nations (UN). The 2030 Agenda aims to deliver a more sustainable, prosperous, and peaceful future for the entire world, and sets out a framework for how to achieve this by 2030. This framework is made up of 17 Sustainable Development Goals (SDGs) which cover the social, economic, and environmental requirements for a sustainable future which are shown in Image 2.1.



Image 2.1 The 17 Sustainable Development Goals (Source: United Nations)

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

Sustainable Development Goals 9 and 11 (as set out in Table 3.1) are relevant to the Proposed Scheme.

Table 3.1: Sustainable Development Goals Relevant to the Proposed Scheme

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

3.3.1.1 Proposed Scheme Response

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

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

3.4 European Union Law & Policy

3.4.1 Sustainable and Smart Mobility Strategy 2020

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

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

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

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

3.4.1.1 Proposed Scheme Response

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

3.4.2 European Green Deal 2019

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

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

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

3.4.2.1 Proposed Scheme Response

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

3.5 National Policy

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

3.5.1 Project Ireland 2040 – National Planning Framework (NPF)

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

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

National Strategic Outcome	How the Proposed Scheme is supported by the NSO Objective
<p>NSO1 Compact Growth <i>‘Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.’</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin through delivering transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme is designed to provide a better, more reliable and more efficient bus service for everyone.</p> <p>The Proposed Scheme will support the creation of an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity.</p> <p>The Proposed Scheme will bring greater accessibility to the City Centre and better connect communities and locations along its route for people to avail of housing, jobs, amenities and services.</p> <p>The Proposed Scheme will support enhancing the capacity of a sustainable transport network, and as a consequence will help to achieve greater land use densities that will encourage compact growth in compliance with the objectives of NSO1.</p>
<p>NSO2 Enhanced Regional Accessibility <i>‘A co-priority is to enhance accessibility between key urban centres of population and their regions. This means ensuring that all regions and urban areas in the country have a high degree of accessibility to Dublin, as well as to each other. Not every route has to look east and so accessibility and connectivity between places like Cork and Limerick, to give one example, and through the Atlantic Economic Corridor to Galway as well as access to the North-West is essential.’</i></p>	<p>NSO2 recognises the importance of accessibility to Dublin for all regions and urban areas in Ireland. Dublin is clearly a vital artery in Ireland’s transport network and the Proposed Scheme, by enhancing links to regional bus, rail and roads infrastructure, meets the objectives of NSO2.</p>
<p>NSO4 Sustainable Mobility <i>‘In line with Ireland’s Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.’</i></p>	<p>The Proposed Scheme will provide infrastructure to support a sustainable transport network that will facilitate a modal shift from private car usage to sustainable transport. It will reduce journey times and increase journey time reliability and increase the attractiveness of active travel and public transport for travel, which will in turn facilitate sustainable transport option alternatives to private car usage.</p> <p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services that will use the corridor.</p>
<p>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills <i>‘This will depend on creating places that can foster enterprise and innovation and attract investment and talent. It can be achieved by building regional economic drivers and by supporting opportunities to diversify and strengthen the rural economy, to leverage the potential of places. Delivering this outcome will require the coordination of growth and place making with investment in world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness [sic]and enterprise growth.’</i></p>	<p>The Proposed Scheme is a high-quality development that will provide the infrastructure required to facilitate sustainable transport options which will service the transport needs of Dublin.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access to housing, employment opportunities, education and social / amenity services for the communities along the route of the Proposed Scheme through supporting improved transport services.</p>
<p>NSO6 High-Quality International Connectivity <i>‘This is crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in our ports and airports in line with sectoral priorities already defined through National Ports Policy and National Aviation Policy and signature projects such as the second runway for Dublin Airport and the Port of Cork - Ringaskiddy Redevelopment.’</i></p>	<p>The Proposed Scheme will provide the infrastructure required to facilitate enhanced sustainable transport into Dublin City Centre allowing greater accessibility to onward access to key international points of entry to Ireland in compliance with the objectives of NSO6.</p>

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

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

'Dublin needs to accommodate a greater proportion of the growth it generates within its metropolitan boundaries and to offer improved housing choice, transport mobility and quality of life.' It further outlines

that 'Dublin's continued performance is critical to Ireland's competitiveness. Improving the strategic infrastructure required to sustain growth will be a key priority as part of the Metropolitan Area Strategic Plan (MASP), and will include enhanced airport and port access and capacity, expansion and improvement of the bus, DART and Luas/Metro networks...'

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

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

3.5.1.1 Proposed Scheme Response

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

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

3.5.2 National Development Plan 2021 – 2030

Project Ireland 2040 is the government's long-term overarching strategy to make Ireland a better country for all its people. The National Development Plan (hereafter referred to as the NDP) (Government of Ireland 2021a) and the National Planning Framework (hereafter referred to as the NPF) (Government of Ireland 2018b) combine to form Project Ireland 2040. The NDP 2018 – 2027 and the NPF were adopted in May 2018. The review of the NDP was originally planned for 2022 but this was brought forward in an effort to stimulate the economy and bring about an 'Infrastructure-led recovery' and 'green recovery' in the wake of Covid-19. The revised NDP 2021-2030 was adopted in October 2021.

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

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

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

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

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

It continues:

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

It further states:

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

It also highlights that:

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

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

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

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

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

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

It also sets out that:

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

3.5.2.1 Revised National Development Plan

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

Table 3.3: NSO Objective Differences NPF and NDP

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

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

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

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

3.5.2.2 Proposed Scheme Response

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

3.5.3 National Investment Framework for Transport in Ireland

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

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

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

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

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

Modal Hierarchy

NIFTI Modal Hierarchy is:

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

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

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

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

Intervention Hierarchy

NIFTI Intervention Hierarchy is:

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

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

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

3.5.3.1 Proposed Scheme Response

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

3.5.4 Department of Transport: Statement of Strategy 2021 – 2023

The Statement of Strategy sets out goals and strategic approach which are designed to support continuing economic recovery, fiscal consolidation, job creation and social development. It notes that *'Aligned with the National Planning Framework and the National Economic Plan we will maintain and develop high quality sustainable road, public transport and active travel networks to enable economic activity, essential services and social connections between and within our cities, regions and communities.'*

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

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

In regard to connectivity, the Strategy sets out that:

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

3.5.4.1 Proposed Scheme Response

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

3.5.5 National Sustainable Mobility Policy

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

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

The Policy includes three key principles, as follows:

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

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

The foreword of the policy document comments, as follows:

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

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

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

It further comments:

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

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

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

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

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

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

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

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

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

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

It also outlines that:

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

It further comments that:

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

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

Table 3.4: National Sustainable Mobility Policy Principles and Goals

Principle	Goal	Goal Number and Supporting Text	Proposed Scheme Response
Safe and Green Mobility	<i>‘Improve mobility safety.’</i>	<i>‘Goal 1 aims to improve the safety of all mobility options including active travel, road and rail to prioritise the safety and security of those working on / travelling by sustainable mobility.’</i>	Signage and road markings will be provided along the extents of the Proposed Scheme to clearly communicate information, regulatory and safety messages to the road users. The Proposed Scheme will also generally include segregated cycling and enhanced at grade junctions improving overall safety along the corridor.
	<i>‘Decarbonise public Transport.’</i>	<i>‘Goal 2 aims to reduce emissions by transitioning the bus, rail and small public service vehicle (SPSV) fleet across the country to low/zero emission vehicles in line with available technology. The actions under this goal are aligned with the actions in the Climate Action Plan 2021 to reduce emissions in the sustainable mobility sector.’</i>	The Proposed Scheme aligns with the goal as it will make public transport and active travel a key component to the solution. The Proposed Scheme will comprise transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.

Principle	Goal	Goal Number and Supporting Text	Proposed Scheme Response
	<i>'Expand availability of sustainable mobility in metropolitan areas.'</i>	<i>'Goal 3 aims to expand the capacity and availability of sustainable mobility in our five cities (Cork, Dublin, Galway, Limerick and Waterford). This will be done through improved walking, cycling, bus and rail infrastructure, improved transport interchange and expanded public transport services. Transformed active travel and bus infrastructure and services in all five cities is fundamental to achieving the targets of 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030.'</i>	The Proposed Scheme aligns with the goal as BusConnects Dublin – Core Bus Corridor Infrastructure Works is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area, of which the Proposed Scheme is part. The Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions, where possible. These high-quality cycle lanes will help to reduce dependency on private car use for short journeys. The design of each junction has given priority to pedestrian, cycle and bus movements, where possible. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel (e.g. walking, cycling and public transport) by prioritising the space and time allocated to these modes within the operation of a junction. Along the Proposed Scheme route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.
	<i>'Expand availability of sustainable mobility in regional and rural areas.'</i>	<i>'Goal 4 aims to expand the capacity and availability of sustainable mobility in a regional and rural context. This will be done through the delivery of improved active travel infrastructure, expansion of regional bus and rail services and local bus networks, and improved connectivity between different transport modes.'</i>	The Proposed Scheme aligns with the goal as it will expand the capacity of the public transport network within Dublin. The Proposed Scheme will also enhance interchanges between the various modes of public transport operating in Dublin City and its wider metropolitan area. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.
	<i>'Encourage people to choose sustainable mobility over the private car.'</i>	<i>'Goal 5 aims to encourage modal shift to more sustainable options across all ages through behavioural change and demand management measures.'</i>	The Proposed Scheme will promote a modal shift from private car use to more sustainable forms of transport. It will enhance active travel networks and thus will encourage the use of these modes, reducing reliance on the private car.
People Focused Mobility	<i>'Take a whole of journey approach to mobility, promoting inclusive access for all.'</i>	<i>'Goal 6 aims to support a whole of journey approach when planning a journey to arriving at the final destination and make sustainable mobility accessible and affordable to everyone. A whole of journey approach is also supported under Goals 7 and 10 through implementing a universal design approach to the design of new and retrofitted infrastructure; adherence to the Design Manual for Urban Roads and Streets; and promoting integrated mobility through innovative technologies.'</i>	The Proposed Scheme aligns with the goal as it has considered the Design Manual for Urban Roads and Streets (Department of Transport formerly known as Department of Transport, Tourism and Sport 2013) and the National Cycle Manual (NTA 2011). In addition, a disability audit has been undertaken for the Proposed Scheme and has informed the design thereby promoting access for all.
	<i>'Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.'</i>	<i>'Goal 7 aims to support enhanced permeability and ensure that the universal design principle and Hierarchy of Road Users model is used to inform future investment decisions to reduce inequalities, support a whole of journey approach, and prioritise sustainable mobility.'</i>	The Proposed Scheme aligns with the goal as Chapter 6 (EIAR Traffic & Transport) has considered the Permeability best practice guide (NTA 2015) as part of the project.
	<i>'Promote sustainable mobility through research and citizen engagement.'</i>	<i>'Goal 8 aims to improve research and citizen engagement around sustainable mobility and collaboration with other government departments, agencies and stakeholders in delivering the Policy.'</i>	A consultation exercise has been undertaken and has helped to inform the design and layout of the Proposed Scheme. The NTA is also working in partnership with various government departments and third parties to deliver a high quality sustainable transport scheme for Dublin.
Better Integrated Mobility	<i>'Better integrate land use and transport planning at all levels.'</i>	<i>'Goal 9 aims to support compact growth and transport – oriented development through better integrated land use and transport planning.'</i>	The Proposed Scheme will enhance the capacity of sustainable transport infrastructure as well as the efficiency of Dublin's road network. The enhanced sustainable transport provision along the scheme corridor can help to achieve greater land use densities that will promote compact sustainable growth.

Principle	Goal	Goal Number and Supporting Text	Proposed Scheme Response
	<i>'Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.'</i>	<i>'Goal 10 aims to make the use of sustainable mobility and the interchange between different modes easier through investment in smart digital solutions. Alongside better integrated land use and transport planning, technological advances in transport can enable people to move seamlessly from one mode to another and support a whole of journey approach.'</i>	The Proposed Scheme aligns with the goal as it will enhance interchanges between the various modes of public transport operating in Dublin City and its wider metropolitan area, both now and in the future.

3.5.5.1 Proposed Scheme Response

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

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

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

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

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

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

In regard to Public Transport, it sets out that:

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

It further comments that:

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

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

Table 3.5: Key Goals - Smarter Travel

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

3.5.6.1 Proposed Scheme Response

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

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

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

The interventions specific to the Proposed Scheme are set out below in Table 3.4.

Table 3.6: NCPF Intervention and Objectives

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

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

3.5.7.1 Proposed Scheme Response

The Proposed Scheme is supported by the objectives set in the NCPF through the provision of safe cycling infrastructure segregated from general traffic, wherever practicable. In addition, the Proposed Scheme provides bike parking adjacent to bus stops to encourage interchange between bus and cycle modes in accordance with the objectives of the NCPF.

3.5.8 Road Safety Strategy 2021 – 2030

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

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

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

3.5.8.1 Proposed Scheme Response

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

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

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

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

3.5.9.1 Proposed Scheme Response

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

3.5.10 Climate Action Plan 2021

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

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

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

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

The key targets to meet the emissions reduction include:

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

ICE reduction measures include:

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

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

¹ Internal Combustion Engine

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

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

Table 3.7: Climate Action Plan Transport Actions

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

3.5.10.1 Proposed Scheme Response

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

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

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

3.5.11 Programme for Government – Our Shared Future 2020

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

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

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

3.5.11.1 Proposed Scheme Response

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

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

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

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

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

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

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

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

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

3.5.12.1 Proposed Scheme Response

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

3.5.13 The Sustainable Development Goals National Implementation Plan 2018 – 2020

The UN’s 2030 Agenda aims to deliver a more sustainable, prosperous, and peaceful future for the entire world. The Sustainable Development Goals National Implementation Plan 2018 - 2020 (DCCAE 2018) is in direct response to the 2030 Agenda for Sustainable Development and provides a whole-of-government approach to implement the 17 SDGs.

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

Table 3.8: Sustainable Development Goals and Targets aligned with the Proposed Scheme

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

3.5.13.1 Proposed Scheme Response

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

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

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

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

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

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

The key principles for land transport investment proposals are:

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

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

3.5.14.1 Proposed Scheme Response

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

3.6 Regional Policy

3.6.1 Transport Strategy for the Greater Dublin Area 2016 – 2035

The NTA Transport Strategy for the Greater Dublin Area 2016 - 2035 (hereafter referred to as the GDA Transport Strategy) (NTA 2016) has been prepared in accordance with Section 12 of the Dublin Transport Authority Act 2008 (as amended) and was approved in April 2016 by the Minister for Transport, Tourism and Sport. The GDA Transport Strategy is an essential component for the orderly development of the GDA over the next 20 years. The purpose and primary objective of the GDA Transport Strategy is *'to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods'*.

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

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

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

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

Section 5.6 of the GDA Transport Strategy sets out cycle policy in the GDA. The routes identified in the GDA Transport Strategy are those established in the Greater Dublin Area Cycle Network Plan.

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

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

3.6.1.1 Proposed Scheme Response

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

3.6.2 GDA Transport Strategy Integrated Implementation Plan 2019 - 2024

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

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

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

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

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

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

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

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

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

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

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

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

It is an objective of the 2019 Implementation Plan to build on the work already achieved in the GDA with respect to catering for greater bus movement. The intention set out in the 2019 Implementation Plan is to progress the

development of the Core Bus Corridors (the CBC Infrastructure Works) to achieve, as far as practicable, continuous priority for bus movement.

3.6.2.1 Proposed Scheme Response

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

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

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

3.6.3 Draft Greater Dublin Area Transport Strategy 2022 - 2042

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

The Transport Objective is: *'To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.'*

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

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

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

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

The revised GDA Cycle Network forms part of the Draft GDATS, (See Section 3.6.6 below).

The Draft GDATS aims to:

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

The Draft GDATS sets out a range of measures and those of relevance to the Proposed Scheme are outlined in Table 3.9 below.

Table 3.9: Draft GDA Transport Strategy 2022 – 2042 Measures

Measure Number	Measure	How the Proposed Scheme meets the Measure
<i>PLAN12 - Urban Design in Major Infrastructure Projects</i>	<i>'The NTA will incorporate a high standard of urban design and placemaking into the planning and design of all major public transport infrastructure schemes and will consider how greater biodiversity could be fostered.'</i>	The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape, where possible. All the plants and trees selected will be appropriate to the urban location. The enhancement opportunities include key nodal locations which focus on locally upgrading the quality of the paving materials, extending planting, decluttering of streetscape and general placemaking along the route.
<i>Measure PLAN13 – Urban Design in Walking and Cycling Projects</i>	<i>'In the design, planning and prioritisation of walking and cycling schemes, the NTA and the local authorities will ensure the incorporation of urban design and placemaking considerations.'</i>	The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided, including junction reconfiguration, reinforcement of existing vegetation areas and the establishment of new public realm and landscape opportunity areas. The enhancement opportunities include key nodal locations which focus on locally upgrading the quality of the paving materials, extending planting, decluttering of streetscape and general placemaking along the route.
<i>Measure PLAN14 – Reallocation of Road Space</i>	<i>'The NTA, in conjunction with the local authorities, will seek the reallocation of road space in Dublin City Centre, Metropolitan towns and villages, and towns and villages across the GDA to prioritise walking, cycling and public transport use and prioritise the placemaking functions of the urban street network.'</i>	The Proposed Scheme will support integrated sustainable transport usage through road space reallocation in support of infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services that will use the corridor. The Proposed Scheme includes a central green space within the Ballyfermot roundabout which will be reallocated as four distinctly designed quadrants that are more accessible to the community.
<i>MEASURE PLAN16 – The Road User Hierarchy</i>	<i>'The NTA, in the decision-making process around the design, planning and funding of transport schemes in the GDA, will be guided by the priority afforded to each mode in the Road User Hierarchy as set out in the Transport Strategy.'</i>	The Proposed Scheme aligns with the measure as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.
<i>Measure INT1 – Integration of all Modes in Transport Schemes</i>	<i>'It is the intention of the NTA, in the design and planning of transport schemes, to ensure that the needs of all transport modes are considered, as appropriate, based on the objectives of the scheme and on the road user hierarchy.'</i>	The Proposed Scheme aligns with the measure as it will service the current and future transport needs of Dublin. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.

Measure Number	Measure	How the Proposed Scheme meets the Measure
Measure INT5 - Interchange	<i>'It is the intention of the NTA, in conjunction with local authorities and transport operators, to ensure that passengers wishing to change between services on the transport network are provided with as safe, convenient and seamless interchange experience.'</i>	<p>The Proposed Scheme aligns with the measure as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. The Proposed Scheme facilitates improved existing and new interchange opportunities with other transport services including:</p> <ul style="list-style-type: none"> • Luas Stop at St James's Hospital; • Liffey Valley Bus Interchange; • Existing Dublin Bus services at numerous locations along the route, including routes 18, 40, 76, 239, 79, 79a, 68, 123 and 13; • Future bus service proposals, including Spine G, associated with the Proposed Dublin Bus Network Re-Design; • Greater Dublin Area Cycle Network Plan (GDACNP) (NTA 2013); and • Future rail public transport proposals such as DART+.
Measure INT14 – Walking and Cycling at Night	<i>'The NTA and local authorities will ensure that personal security and safety for those travelling at night by walking and cycling are carefully considered in the design process for new schemes and in retrofitting existing schemes where such issues arise.'</i>	<p>The Proposed Scheme has considered security and safety in its design and it provides lighting as appropriate to the end use. The Proposed Scheme will include upgrades to existing public lighting.</p>
Measure INT15 – Accessible Infrastructure	<i>'During the period of the Transport Strategy, the NTA will ensure that public transport infrastructure, and facilities in the GDA are made accessible for all users.'</i>	<p>The Proposed Scheme has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.
Measure WALK3 – Improved Junctions	<p><i>'The NTA, in conjunction with local authorities, will implement junction improvements across the GDA as follows:</i></p> <ul style="list-style-type: none"> • <i>To enhance safety at junctions, a programme of "narrowing" junctions by reducing kerb-line radii will be undertaken as a means of managing vehicular speeds; and</i> • <i>To enhance movement by pedestrians and cyclists, a programme of removal of slip lanes will be undertaken at appropriate locations, together with consideration of junction signalling changes to better balance the use of the junction between motorised and vulnerable modes.'</i> 	<p>The Proposed Scheme provides infrastructure that will support sustainable transport and will improve the safety of road users through junction improvement and the segregation of road vehicles and active travel modes.</p> <p>The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction.</p>

Measure Number	Measure	How the Proposed Scheme meets the Measure
<i>Measure WALK8 – Persons with Disabilities</i>	<i>‘Local authorities in the GDA and the NTA will take full account of people with disabilities and pedestrians with mobility impairments when delivering transport schemes which affect the pedestrian environment; and will implement improvements to existing facilities where appropriate and encourage the enforcement of the Road Traffic Laws in this regard.’</i>	<p>An audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was carried out to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation where possible.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.
<i>Measure CYC1 – GDA Cycle Network</i>	<i>‘It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.’</i>	The Proposed Scheme aligns with the measure as it provides segregated cycling facilities along the route of the Proposed Scheme in both directions. The full route accords with Primary and Secondary routes identified in the updated GDA Cycle Network. These high-quality cycle track will generally be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys
<i>Measure PT2 – Climate Proofing New Public Transport Infrastructure</i>	<i>‘The NTA will ensure that all new public transport infrastructure is proofed against the potential impacts arising from climate change.’</i>	The Proposed Scheme aligns with the measure as it comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.
<i>Measure BUS1 – Core Bus Corridor Programme</i>	<i>‘Subject to receipt of statutory consents, it is the intention of the NTA to implement the 12 Core Bus Corridors as set out in the BusConnects Dublin programme.’</i>	The Proposed Scheme is part of the BusConnects programme to enhance bus services and active travel options in the Greater Dublin Area.
<i>Measure BUS10 – New Bus Stops and Shelters</i>	<i>‘It is the intention of the NTA to continue to roll-out the program of bus stop and shelter provision, and to monitor potential for further expansion and upgrade during the lifetime of the strategy.’</i>	The Proposed Scheme includes additional bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users.
<i>Measure TM2 – Management of Urban Centres</i>	<i>‘The NTA and relevant local authorities, in collaboration, will deliver the public transport, cycling and walking networks, and public realm that are required to serve local centres, and to facilitate a post-Covid recovery based on sustainable transport.’</i>	<p>The Proposed Scheme aligns with the measure as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling).</p> <p>The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p>

3.6.3.1 Proposed Scheme Response

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A number of RPOs are relevant to the Proposed Scheme:

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

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

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

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

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

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

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

The bus projects include:

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

The cycling objectives include:

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

3.6.4.1 Proposed Scheme Response

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

3.6.5 Greater Dublin Area Cycle Network Plan (GDACNP) 2013

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

The following are the networks identified in the GDACNP:

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

There are two primary cycle routes identified along the majority of the Proposed Scheme (Cycle Routes 7, 7A). Additionally there are a number of secondary cycle routes along the Proposed Scheme (including S02, S04, 8C1, 7D).

3.6.5.1 Proposed Scheme Response

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

3.6.6 Draft Greater Dublin Area Cycle Network Plan 2021

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

The vision of the plan is set out, as follows:

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

The main goals of the Draft Plan are:

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

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

- *'Primary Arterial - Main cycling arterials enabling high levels of utility movements among town centres and Dublin City in a radial manner;*
- *Primary Orbital - Main cycling arterials enabling high levels of utility movements orbitally among Dublin's suburban town centres;*
- *Secondary - Moderately trafficked cycling connections between local zones and other network classifications, and provides resilience to the Primary Networks;*
- *Greenway – Utility - Parkland, coastal or waterway links providing utility functions for commuting, education, community service access and onward transport connections;*
- *Greenway – Leisure - Parkland, coastal or waterway links providing recreational and leisure functions;*
- *Inter Urban - Routes which connect towns and urban centres over longer distances throughout the GDA; and*
- *Feeder - Localised cycling connections providing access among residential areas and local zones as well as providing access onto other classifications.'*

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

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

3.6.6.1 Proposed Scheme Response

The Draft Plan is subject to change, however, it demonstrates a further commitment by the NTA to provide an enhanced cycle network within the GDA. BusConnects Dublin, of which the Proposed Scheme forms part, will

deliver the infrastructure necessary to expand and enhance the cycle network in line with the objectives of the Draft Plan.

3.7 Local Policy Context

The Proposed Scheme is located within two Local Authority areas; South Dublin County Council (SDCC) and Dublin City Council (DCC). SDCC generally encompasses the length of the route from Fonthill Road to the R833 Ballyfermot Road and Cleggan Park junction. DCC generally encompasses the length of the route from the R833 Ballyfermot Road and Cleggan Park junction to R108 High Street. The following considers the relevant individual local authority policy and objectives.

3.7.1 South Dublin County Council Development Plan (SDCCDP) 2016 - 2022

The South Dublin County Council Development Plan 2016 – 2022 (hereafter referred to as the SDCCDP) (SDCC 2016) sets the strategy for proper planning and sustainable development of South Dublin County. A SEA, AA, FRA and NIS were produced as part of the SDCCDP. The overarching considerations of the SDCCDP are quality of life, prosperity, sustainability, health and wellbeing, social inclusion, and climate change adaptation. The transport element of the strategy states that:

‘The Transport Strategy for South Dublin County seeks to ensure an integrated strategy for transport and mobility that enhances access and movement within and through the County, while promoting change, in favour of sustainable modes. The strategy addresses all types of traffic including pedestrian, cyclist, public transport, private vehicle and economic through traffic. The settlement, employment and transport strategies are aligned with the aim of strengthening the integration between employment, population and transport services.’

The key policies are set out below in Table 3.10.

Table 3.10: SDCC Transport Policies and Objectives

Transport Policies	How the Proposed Scheme meets the Policy
<p><i>TM1 Objective 1: To support and guide national agencies in delivering major improvements to the transport network.</i></p>	<p>The Proposed Scheme is being promoted by the NTA as a ‘national agency’ and it will provide the infrastructure necessary to support enhanced public transport/active travel options along the scheme corridor. The Proposed Scheme is a ‘major improvement to the transport network’ and as such it should be supported by SDCC.</p>
<p><i>TM1 Objective 2: To spatially arrange activities around, and improve access to, existing and planned public transport infrastructure and services</i></p>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. The Proposed Scheme provides the infrastructure necessary to support the delivery of sustainable transport and active travel options that will benefit the entire community in terms of greater accessibility, capacity and speed of service improvements. Bike racks will generally be provided, where practicable, at Island Bus Stops and key additional locations along the Proposed Scheme. An Accessibility Audit of the existing environment was undertaken to help inform the preliminary design for the corridor.</p>
<p><i>TM1 Objective 3: To focus on improvements to the local road and street network that will better utilise existing road space and encourage a transition towards more sustainable modes of transport, while also ensuring sufficient road capacity exists for the residual proportion of the trips which will continue to be taken by private vehicle.</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services that will use the corridor.</p>
<p><i>TM1 Objective 5: To balance the needs of road users and the local community with the need to support the development of a sustainable transportation network.</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.</p>

Transport Policies	How the Proposed Scheme meets the Policy
<p><i>TM1 Objective 6: To support the delivery of sufficient public transport and road capacity to facilitate sustainable new development in the County.</i></p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure to support the delivery of sustainable transport that will benefit the entire community in terms of greater accessibility, capacity and speed of service improvements.</p> <p>It will provide improved travel times combined with increased services which will promote an efficient, reliable and frequent public transport service. The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that supports a growing city.</p>
<p><i>TM Policy 2 'It is the policy of the council to promote the sustainable development of the County by supporting and guiding national agencies in delivering major improvements to the public transport network and to ensure existing and planned public transport services provide an attractive and convenient alternative to the car.'</i></p>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services that will use the corridor.</p>
<p><i>TM Policy 3 'It is the policy of the Council to re-balance movement priorities towards more sustainable modes of transportation by prioritising the development of walking and cycling facilities within a safe and traffic calmed street environment.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide the advantage of safe segregated cycling facilities along the route in both directions. These high-quality cycle lanes help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings as well as urban realm and landscape improvements.</p>
<p><i>TM Objective 3 'To ensure that all streets and street networks are designed to prioritise the movement of pedestrians and cyclists within a safe and comfortable environment for a wide range of ages, abilities and journey types'.</i></p>	<p>The Proposed Scheme aligns with the objective as it has been designed to include: More bus shelters, seating, accessible footways and bus infrastructure to make travel by bus more accessible for users of all abilities and ages. Provision and enhancement of cycling facilities along the Proposed Scheme, creates routes that are safe, accessible and attractive for people of all abilities and ages.</p>

In addition to the above, it is clear that SDCC has an important role in facilitating improvements to public transport and the bus network in particular. It is an action of Policy 2 for SDCC to:

'work with the NTA to secure the extension and expansion of the Core Bus Network and other bus services to serve new areas of employment, housing and tourism potential, whilst also improving the efficiency and frequency of services within more established areas.'

3.7.1.1 Proposed Scheme Response

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

3.7.1.2 Zoning Objectives

The SDCCDP sets out an extensive number of policies and objectives relevant to the Proposed Scheme. Those policies considered relevant to the Proposed Scheme are set out in Table 1.1 in Appendix 1 (Local Policy) of this Report.

The SDCCDP establishes a number of zoning objectives to regulate and manage future land uses. The Proposed Scheme will pass through lands subject to zoning objectives, these are set out in Table 1.2 in Appendix 1 (Local Policy) of this Report.

Other Uses

'Uses that have not been listed under the land use zoning tables will be considered on a case-by-case basis in relation to conformity with the relevant policies, objectives and standards contained within the Plan, particularly in relation to the zoning objective of the subject site and its impact on the development of the County at a strategic and local level'

Public Service Installations

The SDCCDP defines a public service installation as *'A building or part thereof or land used for the provision of public services. Public services include all service installations necessarily required by electricity, gas, telephone, radio, telecommunications, television, drainage and other statutory undertakers, it includes public lavatories, public telephone boxes, bus shelters, bring centres, green waste and composting facilities.'*

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

3.7.1.3 Proposed Scheme Response

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

3.7.1.4 Local Area Plans within the SDCC Area Relevant to the Proposed Scheme

The following adopted Local Area Plans (LAPs) are relevant to the Proposed Scheme. The Liffey Valley LAP (SDCC 2008) was published in 2008 and extended to 2018. While it has expired, it is useful to understand how the Proposed Scheme is consistent with the policies and objectives of the LAP. The Proposed Scheme is within the LAP area from Liffey Valley Shopping Centre as far as the M50 Motorway.

Table 3.11: SDCC LAPs

LAP	Reference / Section	Objective	Scheme Response
Liffey Valley 2008	Bus Services	<ul style="list-style-type: none"> • Increase the service frequency of bus services calling directly at the Liffey Valley site; • Improve on site bus infrastructure, to include high quality waiting areas, real time information, disabled access and improved interchange facilities at the Liffey Valley site for buses and taxi's 	The Proposed Scheme aligns with the objective as it will provide improved travel times combined with increased services that will promote an efficient, reliable and frequent public transport service. It will enhance the potential for and quality of interchange at Liffey Valley.
	Aspirations	<ul style="list-style-type: none"> • Clearly defined and high quality links that provide direct access between destinations. • A street network that provides a greater balance between the needs of pedestrians, public transport and private vehicles. • The emergence of a Public Transport hub at the Town Centre, which links into the emerging public transport network 	The Proposed Scheme directly delivers the transport objectives in the LAP lands by delivering improved bus priority and interchange.

In addition to the above, it is noted that Map 3.5 'Access Movement and Public Transport Strategy' includes a 'Proposed Transport Interchange' and 'Possible Future route for LUAS' generally along the same alignment as the Proposed Scheme.

3.7.1.5 Proposed Scheme Response

At a strategic level the SDCCDP supports and integrated transport network that offers enhanced access and mobility throughout the county. The SDCCDP also sets out an extensive number of policies and objectives relevant to the Proposed Scheme. These are set out in Table 1.1 in Appendix 1 (Local Policy) of this Report.

3.7.2 Draft SDCC Development Plan 2022 – 2028

SDCC has reviewed the South Dublin County Development Plan 2016-2022 and has prepared a draft development plan. At the time of writing, the Proposed Material Alterations to the Draft Development Plan were on public consultation.

The Executive will prepare a Chief Executive's Report on all public submissions / observations received. The Elected Members will consider the proposed amendments to the Draft Plan after receiving the Chief Executive's Report. The next step will be for the development plan to be adopted.

Policy Objective 'SM1 Objective 3' states:

'To support the delivery of key sustainable transport projects including DART and Luas expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network in accordance with RPO 5.2 of the RSES/MASP.' (Emphasis Added).

The Draft plan sets out in Chapter 7 (Sustainable Movement) that the key transport vision for the plan is to *'Increase the number of people walking, cycling and using public transport and reduce the need for car journeys, resulting in a more active and healthy community, a more attractive public realm, safer streets, less congestion, reduced carbon emissions, better air quality, and a positive climate impact'*.

Chapter 7 further states under the policy objective SM1 Objective 1 *'To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets of 15% Walk; 10% Cycle; 20% Bus; 5% Rail; and 50% Private (Car/Van/HGV/Motorcycle).'* Under the heading 'Travel Mode Share' it recognizes the need to improve public transport stating *'Transition to public transport will be aided by improvements in the pipeline including the roll-out of BusConnects which will include proposals for six new dedicated bus routes through the County. BusConnects will provide a redesigned more efficient bus network with high frequency spines, new orbital routes and increased bus services.'*

It further comments under the heading 'Transport Interchanges' that *'A transport interchange is also being progressed at the Liffey Valley Shopping Centre campus. Liffey Valley Shopping Centre is a Major Retail Centre and Level 2 Major Town Centre in the retail hierarchy of the RSES which is continuing to expand, and the interchange will serve an essential function in the wider bus network.'*

3.7.2.1 Proposed Scheme Response

The South Dublin Development Plan 2022-2028 is set to be adopted in 2022. Although the draft South Dublin Development Plan 2022-2028 is subject to change, it is clear that BusConnects is an important consideration, and its development is an important aspect of the future growth of the County.

3.7.3 SDCC Climate Change Action Plan 2019 - 2024

SDCC's Climate Change Action Plan was adopted in 2019 (SDCC 2019), it was a collaborative response to the impact that climate change is having on the Dublin Region. The SDCC Climate Change Action Plan is unique to its functional area. A SEA, AA and NIS were prepared as part of the SDCC Climate Change Action Plan. The SDCC Climate Change Action Plan covers five key areas, Energy & Buildings, Transport, Flood Resilience, Nature-Based Solutions and Resource Management, it sets out 130 actions across the key areas. The four main targets of the SDCC Climate Change Action Plan are:

1. 33% better energy use by the Council by 2020.
2. 40% reduction in the Council's greenhouse gas emissions by 2030.

3. *To make Dublin a climate resilient region, by reducing the impacts of future (and current) climate change-related events.*
4. *To actively engage and inform citizens on climate change.*

The SDCC Climate Change Action Plan focuses on the sustainable transport measure to reduce pollutants and to achieve modal shift from private car to public transport. The main transport specific actions related to the Proposed Scheme are:

- *'T11 Build out County Cycle Network';*
- *'T12 Development of cycle/ pedestrian greenways';*
- *'T15 SDCC will continue to seek new and expand on existing partnerships to encourage sustainable travel and safer travel behaviours.'; and*
- *'T18 Facilitate the delivery of public transport routes'.*

It is also noted that under the heading 'Air pollution and air quality adaptation actions' that actions adopted by South Dublin Council include: (inter alia) '*Transport policies to reduce pollutants. This includes the provision of cycle routes, and the expansion of Quality Bus Corridors (QBCs) and increased park and ride facilities*'.

3.7.3.1 Proposed Scheme Response

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

3.7.4 Dublin City Development Plan 2016 - 2022

The DCDP (DCC 2016a) guides the future growth and development of the functional area of DCC. A SEA, AA and Strategic Flood Risk Assessment (SFRA) were carried out as part of the DCDP.

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

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

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

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

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

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

Table 3.12: Dublin City Development Plan 2016-2022

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme meets the Policy
<i>'MT3: To support and facilitate the development of an integrated public transport network with efficient interchange between transport mode, serving the existing and future needs of the city in association with relevant transport providers, agencies and stakeholders.'</i>	The Proposed Scheme aligns with the objective as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.
<i>'MT4: To promote and facilitate the provision of Metro, all heavy elements of the DART Expansion Programme including DART Underground (rail interconnector), the electrification of existing lines, the expansion of Luas, and improvements to the bus network in order to achieve strategic transport objectives.'</i>	The Proposed Scheme aligns with the objective as it will improve the Bus Network along the scheme corridor.
<i>'MT04: To support improvements to the city's bus network and related services to encourage greater usage of public transport in accordance with the objectives of the NTA's strategy and the governments 'Smarter Travel' document.'</i>	The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It will support the objectives in the Smarter Travel document by providing improvements to pedestrian and cycle amenities along the proposed route.
<i>'MT05 (i): To facilitate and support measures proposed by transport agencies to enhance capacity on existing public transport lines and services, to provide/improve interchange facilities and provide new infrastructure.'</i>	The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area.
<i>'MT11: To continue to promote improved permeability for both cyclists and pedestrians in existing urban areas in line with the National Transport Authority's document 'Permeability – a best practice guide.'</i>	The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the EIAR has considered permeability as part of the project.
<i>MT20: To increase capacity of public transport, cycling and walking, where required, in order to achieve sustainable transportation policy objectives. Any works undertaken will include as an objective, enhanced provision for safety, public transportation, cyclists and pedestrians, and will be subject to environmental and conservation considerations.</i>	The Proposed Scheme aligns with the objective as it will provide the infrastructure required to increase the capacity of bus, cycle and pedestrian networks along the Proposed Scheme corridor. Furthermore, the Proposed Scheme provides enhanced safety through the provision of segregated cycling facilities.

3.7.4.1 Proposed Scheme Response

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

3.7.4.2 Zoning Objectives

The DCDP (DCC 2016a) establishes a number of zoning objectives to regulate and manage future land uses within the city council area. The DCC zoning objectives have been set out in Table 2.2 of Appendix 1 (Local Policy) of this Report.

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

'14.4 Permissible and Non-Permissible Uses

A permissible use is one which is generally acceptable in principle in the relevant zone, but which is subject to normal planning consideration, including policies and objectives outlined in the plan. An open for consideration use is one which may be permitted where the planning authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects on the permitted uses, and would otherwise be consistent with the proper planning and sustainable development of the area.'

Appendix 21 of the DCDP defines a ‘Public Service Installation’ as follows:

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

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

3.7.4.3 Proposed Scheme Response

Given the nature of the Proposed Scheme the majority of the proposed works are within the public road and pavement area where there is no specific zoning objective. On lands subject to a zoning objective that are affected by works, in general, the Proposed Scheme will not significantly impact upon the principal use of the zoning objective. However, there may be instances of temporary or limited impacts upon a given zoning objective, such as in the case of temporary Construction Compounds on open space / amenity zoned land. Overall, the Proposed Scheme complies with the DCDP in terms of the uses and works proposed in principle.

3.7.4.4 LAPs within the DCC Area Relevant to the Proposed Scheme

The following adopted LAPs are relevant to the Proposed Scheme. The Proposed Scheme is within the Liberties LAP 2009 (DCC 2009) from R810 James Street to R108 High Street. The Liberties LAP was extended for a further period of 5 years until May 2020 and while it has expired, it is useful to understand how the Proposed Scheme is consistent with the policies and objectives of same. In addition, the Proposed Scheme is within a relatively small section of the Park West – Cherry Orchard LAP 2019 (DCC 2019a) generally spanning the frontage of the Cherry Orchard Hospital site along the R833 Ballyfermot Road.

Table 3.13: DCC LAPs

LAP	Reference / Section	Objective	Scheme Response
Liberties LAP 2009	1.2 Overarching Aims	<p><i>To promote the principles of good urban design including improving connectivity and enhancing the legibility and permeability of the Liberties in relation to the wider cityscape.</i></p> <p><i>To promote sustainable modes of transport by making them convenient and attractive including walking and cycling routes and by facilitating the provision of public transport infrastructure and optimising its use.</i></p>	The Proposed Scheme will facilitate this objective.
	LAP Development Strategy Focus Zones: Thomas Street	<ul style="list-style-type: none"> • Provide pedestrian orientated environment. Wider pavements where possible and adequate street furniture. • Encourage frequent pedestrian friendly crossing points in clearly distinguishable material, such as cobbled strips. • Consistent hard and soft landscape approach • Stone paving throughout. • LUAS line to be integrated without compromising pedestrian realm • Highlight important gateways into the liberties at the junctions using lighting, paving patterns/materials, street furniture and lighting. 	Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Crossing points will consist of on-demand signalised pedestrian crossing with appropriate tactile paving, push button units and LED warning studs. High quality granite paving, granite kerbs and stone paving will be used along sections of the Proposed Scheme.

LAP	Reference / Section	Objective	Scheme Response
	James Street/Thomas Street/High Street/Commarket Corridor	1) <i>Introduce constant stone paving throughout Thomas Street.</i> 2) <i>Stone paved surface to calm traffic and provide easy crossing points.</i> 3) <i>Integrate suspended lighting if Luas arrives.</i> 4) <i>Proposed location for new Luas line option F. Detailed proposals required to analyse integration of cars and pedestrians along narrow areas of Thomas Street</i> 5) <i>Introduce open green spaces to invite pausing and sitting.</i> 6) <i>Improve pedestrian crossing at Cornmarket junction, make legible to visitors and enhance connectivity into the Liberties.</i>	Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Crossing points will consist of on-demand signalised pedestrian crossing with appropriate tactile paving, push button units and LED warning studs. The paving along Thomas Street is to retain its existing surface.
Park West – Cherry Orchard Local Area Plan 2019	3.1 Vision & Key Principles	<i>Promote sustainable modes of transport by making them convenient and attractive (including walking and cycling) through the implementation of a well-connected, permeable, coherent street network with high levels of accessibility to an integrated public transport network with improved infrastructure to maximise its potential use.</i> <i>Ensure timely provision and investment in infrastructure including water and drainage provision, public transport, telecommunications network etc. to support new development opportunities</i>	The Proposed Scheme will facilitate this objective.

In regard to the Park West – Cherry Orchard Local Area Plan 2019 the following is also noted under Section 2.9 (Physical Infrastructure), it sets out that ‘*The NTA have commenced a full review and re-design of Dublin bus routes under the Bus Connects project with the aim of improving efficiency and increasing bus patronage. Under the initial draft phase of this study ‘ Bus Connects Transforming the City Bus Services, the Park West – Cherry Orchard area will benefit from a number of new Radial and Orbital bus routes that will serve the vicinity, notably radial route No. 7 Liffey Valley to City Centre, which runs along Ballyfermot Road. Public consultation remains ongoing in relation to the emerging preferred routes for the proposed Radial Core Bus Corridors, with a formal application to An Bord Pleanála expected in 2020.*’

The LAP further comments under section 4.5.3.2 (Bus) that ‘*The Liffey Valley (CBC) project, as currently conceived, will deliver full bus priority along Ballyfermot road running along the northern boundary of the LAP delivering benefits to the Plan area by delivering reduced journey times for residents and employees in the Park West Cherry Orchard area. Design and planning work is ongoing for this project and an application to An Bord Pleanála is expected in 2020.*’

The LAP also states under section 4.6.4. (Future Development Density) that ‘*The plan area will also benefit from enhanced bus services as part of the BusConnects network review and additional bus priority measures.*’

3.7.4.5 Proposed Scheme Response

At a strategic level, the DCDP (DCC 2016) supports an integrated transport network that offers a greater choice of public transport and active travel. The DCDP also sets out an extensive number of policies and objectives relevant to the Proposed Scheme. These are set out in Table 2.1 in Appendix 1 (Local Policy).

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

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

3.7.4.7 Scheme Response

The Landscape and Urban Realm proposals for the Proposed Scheme are based on an urban context and landscape character analysis of the route. The proposals have been informed through discussions with the NTA, local authorities and stakeholders. The overall landscape and public realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. In the context of the above, the Proposed Scheme is therefore compliant with the Heart of Dublin – City Centre Public Realm Masterplan (DCC 2016).

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

3.7.4.8 Your City Your Space – Dublin City Public Realm Strategy

The Your City Your Space – Dublin City Public Realm Strategy (DCC 2012) was published in 2012. It seeks to co-ordinate the approach to the public realm and to address its many existing challenges through a series of actions. The Your City Your Space – Dublin City Public Realm Strategy includes part of the Proposed Scheme from Old Kilmainham and Mount Brown which are classed as part of the Historic Approach in the strategy and James Street, Thomas Street and High Street which are classed as Secondary Streets. The design principles for these areas is set out in Table 3.14.

Table 3.14: City Centre Public Realm Strategy Design Policies

Public Spaces	Desired Character and Experience	Design Policies
Secondary Streets	<i>These streets are important commercial and cultural streets in the city, as such the quality of the public realm is exemplary and of the highest international standard. The public realm is coherent and consistent in design, and constructed using the highest quality materials leading to a pleasant environment, easy to move around with a mix of activities which make the secondary streets a key attraction Nationally and Regionally</i>	<i>Develop comprehensive design briefs in order to achieve the required standards of quality in the public realm. Building proposals to enclosures must protect historic character and achieve high quality. Initiate comprehensive study to investigate possibilities of rebalancing vehicular and pedestrian movement in these areas.</i>
Historic Approach Routes	<i>These major routes are high quality routes for moving around and navigating the inner suburbs.</i>	<i>Building proposals to enclosures must protect historic character and achieve high quality, emphasising the importance of these streets in the neighbourhoods they pass through.</i>

3.7.4.9 Proposed Scheme Response

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

3.7.5 Draft Dublin City Development Plan 2022 – 2028

Stage 1 (Pre-Draft Stage) has been completed by DCC and they have now commenced Stage 2. On the 25 November 2021, DCC published the Draft Dublin City Development Plan 2022 – 2028 (DCC 2021). Public consultation is ongoing and is set to be concluded in February 2022. Whilst the Board is required to have regard to the Development Plan in force at the date upon which it makes its decision on the application for approval, as

opposed to any draft Development Plan, there are a number of aspects of the current Draft Dublin City Development Plan 2022 - 2028 which are of note.

The draft Plan sets out in Chapter 8 (Sustainable Movement and Transport) under the heading 'Introduction' that *'Sustainable and efficient movement of people and goods is crucial for the success and vitality of the city.'* It continues *'The policy approach promotes the integration of land use and transportation, improved public transport and active travel infrastructure, an increased shift towards sustainable modes of travel and an increased focus on public realm and healthy placemaking, while tackling congestion and reducing transport related CO2 emissions.'*

Chapter 8 of the draft Plan further states under the heading 'Sustainable Modes' that *'Key strategic transport projects such as the proposed Metrolink, DART+, BusConnects programme and further LUAS Line and rail construction and extension will continue the expansion of an integrated public transport system for the Dublin region and have the potential for a transformative impact on travel modes over the coming years. Dublin City Council actively supports all measures being implemented or proposed by other transport agencies to enhance capacity on existing lines/services and provide new infrastructure.'*

Chapter 8 of the draft Plan also recognises under the heading 'Challenges' that *'Ireland is committed to cutting its greenhouse gas emissions by at least 51% by 2030 and to achieve this, a significant mode shift to active travel and public transport as well as decarbonised/low carbon mobility is required. Despite a positive shift in the travel behaviours of commuters, congestion and transport related CO2 emissions have continued to rise. One of the significant challenges is the need to enable and foster behavioural change to support continued mode shift to more sustainable options.'*

3.7.5.1 Proposed Scheme Response

The Dublin City Development Plan 2022-2028 is set to be adopted in 2022. Although the draft Dublin City Development Plan 2022-2028 is subject to change, it is clear that BusConnects is an important consideration, and its development is to be considered as part of the shaping of emerging policy for the city.

3.7.6 DCC Climate Change Action Plan 2019 - 2024

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

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

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

3.7.6.1 Proposed Scheme Response

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

4. Proposed Scheme Sections

4.1 Introduction

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

4.2 Liffey Valley to Le Fanu Road

4.2.1 Zoning

The lands are within the functional area of SDCC and DCC and are zoned in the SDCCDP (SDCC 2016) and DCDP (DCC 2016a). (For a detailed description of the zonings refer to Table 1.2 and Table 2.2 in Appendix 1 (Local Policy) of this Report.)

Two Construction Compounds for the Proposed Scheme will be located within the SDCC area on lands zoned as follows:

- Major Retail Centre (MRC); and
- Existing Residential (RES).

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

Table 4.1: Zoning Objectives Affected by the Proposed Scheme

Planning Authority	Zone	Objective
SDCC	MRC – Major Retail Centre	<i>To protect, improve and provide for the future development of a Major Retail Centre</i>
	RES – Existing Residential	<i>To protect and/or improve residential amenity</i>
	OS – Open Space	<i>To preserve and provide for open space and recreational amenities</i>
	REGEN - Regeneration	<i>To facilitate enterprise and/or residential led regeneration.</i>
	EE – Enterprise and Employment	<i>To provide for enterprise and employment related uses</i>
DCC	Zone Z1 – Sustainable Residential Neighbourhoods	<i>To protect, provide and improve residential amenities.</i>
	Zone Z4 – District Centres	<i>To provide for and improve mixed-services facilities.</i>
	Zone Z15 – Institutional and Community.	<i>To protect and provide for institutional and community uses</i>

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

4.2.1.1 Map Based Objectives

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

Table 4.2: Map Based Objectives

Map Based Objective	Description	Scheme Response
SDCC		
<i>Long Term High Capacity Public Transport (RPA Preferred Route)</i>	<i>Long Term High Capacity Public Transport</i>	The Proposed Scheme aligns with the objective as it will provide improved travel times combined with increased services will promote an efficient, reliable and frequent public transport service as well as provide the advantage of segregated cycling facilities along the preferred route in both directions.
<i>NTA Greater Dublin Cycle Network Plan</i>	<i>These provide links to Dublin City Centre from major urban centres</i>	The Proposed Scheme will deliver safe, segregated cycling facilities along the corridor as part of BusConnects.
DCC		
Key District Centre 5	<i>The key district centres (KDCs) represent the top-tier of urban centres outside the city centre these will be strong spatial hubs, providing for a comprehensive range of commercial and community services.</i>	The Proposed Scheme aims to contribute towards creating attractive, functional and accessible places for people alongside the core bus and cycle facilities.

4.2.1.2 LAPs / Masterplans

4.2.1.2.1 Liffey Valley LAP

A portion of this section of the Proposed Scheme (Fonthill Road to Cold Cut Road) is within the Liffey Valley LAP.

Table 4.3: Liffey Valley LAP Objectives (DCC 2009)

Section	Policy / Objective	Project Response
5.4	<i>Connectivity: Street and through site links should provide direct connections between destinations. Local access streets should foster pedestrian and cyclist activities</i>	The Proposed Scheme will facilitate this objective as it will improve the quality of the walking and cycling environment.
5.4	<i>Permeability: Permeability levels should be maximised, particularly in medium and higher density areas to foster pedestrian and cyclist activity</i>	The Proposed Scheme directly contributes to the delivery of improved cycle networks and through the plan area.

4.2.1.2.2 Park West Cherry Orchard LAP

A portion of the Ballyfermot Road to Ballyfermot Primary Care Centre Section of the Proposed Scheme is within the Park West Cherry Orchard LAP.

Table 4.4: Park West Cherry Orchard LAP Objectives (DCC 2019a)

Section	Policy / Objective	Proposed Scheme Response
4.5.3.2	<i>The City Council with the residents of Cherry Orchard and Park West in mind, will continue to work with and support the NTA and Bus Átha Cliath in particular, in planning and delivering a first class public transport network in and for the area</i>	The Proposed Scheme is being promoted by the NTA, it will provide the infrastructure necessary to support a sustainable transport network in the area.
4.5.4	<i>It is an objective of the LAP to support the delivery of the GDA Cycle Network Plan through the delivery of a co-ordinated cycle network with good quality cycle infrastructure throughout the LAP area through the redevelopment of vacant sites and redesign of existing parks and open spaces</i>	The Proposed Scheme directly contributes to the delivery of improved cycle networks through the plan area as it will enhance and grow active travel infrastructure through the provision of segregated bicycle lanes and pedestrian walkways.

4.2.1.3 Planning History

A planning history search was undertaken for the lands within the Proposed Scheme application boundary. It includes the planning applications that have been granted planning permission within the last 10 years. Table 2.1 in Appendix 2 (Planning History) contains the extant planning permissions along this section of the Proposed Scheme.

4.2.1.4 Proposed Scheme Response

As set out above and at Appendix 1, the Proposed Scheme is consistent with the policies and objectives of the SDCCDP (SDCC 2016) and the DCDP (DCC 2016a). As shown in section 4.2.1.2 the Proposed Scheme is in compliance with the Policies and Objectives of both LAP's.

The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the proposed Scheme. However, the main use associated with the zoning objective will remain. Where larger portions of lands are required to facilitate, for example a Construction Compound, this use is temporary and the original use of the lands will revert back. The Construction Compounds are located on sites that currently have no development.

4.3 Le Fanu Road to Sarsfield Road

4.3.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP (DCC 2016a). For a detailed description of the zonings refer to Table 2.2 in Appendix 1 (Local Policy).

One Construction Compound for the Proposed Scheme will be located within the DCC area on lands zoned as follows:

- Zone Z9 – Amenity / Open Space Lands / Green Network.

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

Table 4.5: Zoning Objectives Affected by the Proposed Scheme

Planning Authority	Zone	Objective
DCC	Zone Z1 – Sustainable Residential Neighbourhoods	<i>To protect, provide and improve residential amenities.</i>
	Zone Z3 – Neighbourhood Centres	<i>To provide for and improve neighbourhood facilities.</i>
	Zone Z4 – District Centres	<i>To provide for and improve mixed-services facilities.</i>
	Zone Z5 – City Centre	<i>To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity</i>
	Zone Z6- Employment / Enterprise	<i>To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.</i>
	Zone Z9 – Amenity / Open Space Lands / Green Network	<i>To preserve, provide and improve recreational amenity and open space and green networks</i>
	Zone Z15 – Institutional and Community;	<i>To protect and provide for institutional and community uses</i>

As set out under Table 4.1 above, in general the Proposed Scheme is within existing pavement and roads.

4.3.1.1 Map Based Objectives

There are no map-based objectives along this section of the Proposed Scheme.

4.3.1.2 LAPs / Masterplans

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

4.3.1.3 Planning History

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

4.3.1.4 Proposed Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the DCDP (DCC 2016a). The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the proposed Scheme. However, the main use associated with the zoning objective will remain. Where larger portions of lands are required to facilitate, for example, a Construction Compound, this use is temporary and the original use of the lands will revert back.

4.4 Sarsfield Road to City Centre

4.4.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP (DCC 2016a). For a detailed description of the zonings refer to Table 2.2 in Appendix 1 (Local Policy).

The application boundary that incorporates the Proposed Scheme works includes lands within the following zoning objectives outline in Table 4.6.

Table 4.6: Zoning Objectives Affected by the Proposed Scheme

Planning Authority	Zone	Objective
DCC	Zone Z1 – Sustainable Residential Neighbourhoods	<i>To protect, provide and improve residential amenities.</i>
	Zone Z4 – District Centres	<i>To provide for and improve mixed-services facilities.</i>
	Zone Z5 – City Centre	<i>To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen, and protect its civic design character and dignity</i>
	Zone Z6- Employment / Enterprise	<i>To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.</i>
	Zone Z9 – Amenity / Open Space Lands / Green Network	<i>To preserve, provide and improve recreational amenity and open space and green networks</i>
	Zone Z15 – Community and Institutional Resource Lands (Education, Recreation, Community, Green Infrastructure and Health)	<i>To protect and provide for institutional and community uses</i>

As set out under Table 4.1 above, in general the Proposed Scheme is within existing pavement and roads.

4.4.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the DCDP (DCC 2016a). It is noted that there are a cluster of protected structures from James Street along Thomas Street to High Street.

Table 4.7: Map Based Objectives

Map Based Objective	Description	Scheme Response
DCC		
Strategic Development and Regeneration Areas (SDRA) 9 – Emmet Road	<i>'These represent significant areas of the inner and outer city with substantial development capacity and the potential to deliver the residential, employment and recreational needs of the city... Key objectives that must be achieved are set out on issues such as: mix of uses; street network and linkages within the area and to surrounding areas; provision of urban spaces, parks and playgrounds; and provision of retail and recreational facilities'</i>	The Proposed Scheme aims to contribute towards creating attractive, functional and accessible places for people through the provision of bus priority and cycle facilities.

Map Based Objective	Description	Scheme Response
DCC		
Road Scheme and Bridges (to R810 Old Kilmainham at the junction with the R811 South Circular Road)	<i>'A number of key road capacity improvements are required to facilitate the sustainable and safe movement of goods and people throughout the city and to ensure ease of access.'</i>	The Proposed Scheme aligns with the objective as it will provide improved travel times and combined with increased services will promote an efficient, reliable and frequent public transport service as well as providing the advantage of segregated cycling facilities along the Proposed Scheme.
Strategic Development Regeneration Area (SDRA) 15 – Mount Brown	<i>'These represent significant areas of the inner and outer city with substantial development capacity and the potential to deliver the residential, employment and recreational needs of the city... Key objectives that must be achieved are set out on issues such as: mix of uses; street network and linkages within the area and to surrounding areas; provision of urban spaces, parks and playgrounds; and provision of retail and recreational facilities'</i>	The Proposed Scheme aims to contribute towards creating attractive, functional and accessible places for people through the provision of bus priority and cycle facilities.
Architectural Conservation Area (ACA) – Thomas Street	<i>'Conservation Areas have been designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city...All new development must have regard to the local context and distinctiveness and the contribution to the local scene of buildings, landmarks, views, open spaces and other features of architectural, historic or topographical interest.'</i>	Along the Proposed Scheme all archaeological and cultural heritage issues will be resolved by mitigation during the Pre-Construction Phase or Construction Phase, in advance of the Operational Phase. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.
Conservation Areas - R810 James Street, R810 Thomas Street, R108 High Street	<i>'Conservation Areas have been designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city...All new development must have regard to the local context and distinctiveness and the contribution to the local scene of buildings, landmarks, views, open spaces and other features of architectural, historic or topographical interest.'</i>	Along the Proposed Scheme all archaeological and cultural heritage issues will be resolved by mitigation during the Pre-Construction Phase or Construction Phase, in advance of the Operational Phase. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. The Thomas Street Conservation Area extends to the carriage itself on Thomas Street West between Crane Street and Thomas Court, the designation extending onto the road space is untypical, however this is addressed in Chapter 16 (Architectural Heritage) in the EIAR.

4.4.1.2 LAPs / Masterplans

This section of the Proposed Scheme will pass through the Liberties LAP (DCC 2009a), there are no specific objectives within the Liberties LAP relevant to the Proposed Scheme for this section.

4.4.1.3 Planning History

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

4.4.1.4 Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the DCDP (DCC 2016a).

The section of road along Thomas Street West between Crane Street and Thomas Court is Zoned Z5 which is untypical for a zoning objective to extend onto a public road. As set out in Table 4.6 the objective of Z5 is '*To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen, and protect its civic design character and dignity*'. Chapter 16 (Architectural Heritage) of the EIAR sets out any mitigation that is required for this section.

5. EIAR Structure and Summary of Assessment

5.1 EIAR Structure and Summary of Assessment

The EIAR includes four volumes and is structured as set out below.

Table 5.1: EIAR Structure & Summary of Assessment

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Volume 1: Non-Technical Summary		
Non-Technical Summary (NTS)	Summary of the EIAR in non-technical language.	N/A
Volume 2: Main Report		
Chapter 1 - Introduction	The Introduction Chapter summarises the procedure for the submission of an application for the Proposed Scheme, describes the methodology used to prepare this EIAR and outlines the consultation activities that have been carried out to date.	N/A
Chapter 2 - Need for the Proposed Scheme	The Project Need Chapter outlines the need for the Proposed Scheme in terms of the supporting statutory basis and its evolution.	N/A
Chapter 3 – Consideration of Reasonable Alternatives	The Consideration of Reasonable Alternatives Chapter describes the process undertaken in considering reasonable alternatives and the main reasons for the selection of the Proposed Scheme.	N/A
Chapter 4 – Proposed Scheme Description	The Proposed Scheme Description Chapter describes in detail the scheme infrastructure, elements, and route.	N/A
Chapter 5 - Construction	The Construction Chapter describes the construction activities associated with the Proposed Scheme.	A Construction Environmental Management Plan (CEMP) has been prepared which describes the overall environmental management strategy that will be implemented during the Construction Phase of the Proposed Scheme. The CEMP sets out how the construction works will be delivered in a logical, sensible and safe sequence and incorporates specific environmental control which will ensure environmental protection during the Construction Phase of the Proposed Scheme.
Chapter 6 – Traffic & Transport	The Traffic & Transport Chapter considered the potential traffic & transport impact associated with the Construction and Operational Phases of the Proposed Scheme.	The assessment concludes that the impact during the Construction Phase will be negative and temporary in nature, and with the application of the proposed mitigation measures outlined in the CEMP, the impact on traffic and transport will not be significant. The Proposed Scheme will deliver strong positive impacts to the quality in terms of People Movement, pedestrian, cycling and bus infrastructure during the Operational Phase. These improvements will help to provide an attractive alternative to the private car and promote a modal shift to walking, cycling and public transport, allowing for greater capacity along the corridor to facilitate the movement of people.
Chapter 7 - Air Quality	The Air Quality Chapter considered the potential air quality impact associated with the Construction and Operational Phases of the Proposed Scheme.	No air quality mitigation measures will be required during the Construction Phase as all ambient air pollutant levels are predicted to comply with air quality standards. The assessment identifies a generally neutral, short-term and not significant impact on air quality in Dublin as a result of the Proposed Scheme. No air quality mitigation measures will be required during the Operational Phase as all ambient air pollutant levels are predicted to comply with air quality standards. The assessment identifies a generally neutral, long-term and not significant impact on air quality in Dublin as a result of the Proposed Scheme.

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Chapter 8 - Climate	The Climate Chapter considered the potential climate impact associated with the Construction and Operational Phases of the Proposed Scheme.	Following the application of mitigation measures, it is expected that there will be a short-term, negative and significant residual impact on climate as a result of the Construction Phase of the Proposed Scheme. The operational traffic GHG emissions associated with the Operational Phase of the scheme is predicted to be neutral and permanent. Thus, the residual Operational Traffic Phase impact of the Proposed Scheme is permanent and neutral.
Chapter 9 – Noise & Vibration	The Noise & Vibration Chapter considers the potential noise and vibration impacts associated with the Construction and Operational Phases of Proposed Scheme.	Following the application of mitigation measures, it is expected that there will be no significant remaining noise or vibration impacts, as a result of the Construction Phase of the Proposed Scheme. The results of the noise assessment for the design year (2043) Operational Phase have determined that indirect long-term changes in traffic noise levels will be Positive, Slight to Negative, Not Significant along the Proposed Scheme. Along the surrounding road network, very small changes in traffic noise levels will occur as a result of traffic redistribution off the Proposed Scheme during daytime periods only.
Chapter 10 - Population	The Population Chapter considered the potential population impact associated with the Construction and Operational Phases of the Proposed Scheme.	The assessment concluded that there will be some Negative, Moderate to Significant, Short-Term impacts on some community and commercial receptors in terms of land take during the Construction Phase. There are also a number of Negative, Moderate, Short-Term impacts predicted with respect to community and commercial accessibility during the Construction Phase. During the Operational Phase Long-Term, Positive, Not Significant impacts are expected on the community and commercial amenity of the Proposed Scheme, Long-Term, Positive, Not Significant to Profound impacts are predicted on community and commercial accessibility for pedestrians, cyclists and bus users. There are Negative, Moderate, Long-Term Operational Phase impacts predicted due to community land take (Ballyfermot Upper, Ballyfermot and James's Street) and commercial land take (Ballyfermot Upper, Ballyfermot, Inchicore (Mary Immaculate), Chapelizod and Rowlagh – Quarryvale). There are also some localised Negative, Long-Term, Slight to Moderate impacts predicted with respect to accessibility for private vehicles during the Operational Phase, particularly in the James's Street, Palmerstown, Chapelizod and Francis Street areas. The improvements will help to achieve the aims and objectives of the Proposed Scheme by providing an attractive alternative to the use of private vehicles and promoting a modal shift to walking, cycling and public transport, allowing for greater capacity along the corridor to access residential, community and commercial receptors.
Chapter 11 – Human Health	The Human Health Chapter considered the potential human health impacts associated with the Construction and Operational Phases of the Proposed Scheme.	The assessment of health has found that during the Construction Phase the pathways to the greater predicted health effects are temporary changes in noise and traffic conditions, but these are not expected to result in a change in population health status. During the Operational Phase the pathways to the greater predicted health effects are permanent changes in transport provision and access which would bring multiple pathways associated with health improvement such as opportunities for improved physical activity (active travel), opportunities for more equitable transport and access to services, and opportunities for more social interaction
Chapter 12 - Biodiversity	The Biodiversity Chapter considered the potential biodiversity impact associated with the Construction and Operational Phases of the Proposed Scheme.	During the Construction Phase, with the application of the proposed mitigation measures, the impact on biodiversity will not be significant beyond the local level. The assessment concluded that there will be no significant impacts on habitats, rare and protected plant species, mammals, amphibians, reptiles, and fish during the Operational Phase, or cumulatively together with other proposed developments.
Chapter 13 - Water	The Water Chapter considered the potential water impact associated with the Construction and Operational Phases of the Proposed Scheme.	Following the implementation of the mitigation measures no significant remaining impacts are anticipated on any water body as result of the Construction Phase of the Proposed Scheme. During the Operational Phase, the design of the Proposed Scheme will ensure that there will be no net increase in surface water runoff rates to any of the connected waterbodies, using a combination of sustainable drainage systems in the form of filter drains and bioretention systems, which also reduce the potential risks to water quality from routine road contaminants. The locations and levels of displaced traffic was also checked, and very few sections of road will have traffic levels high enough to have an impact. Of those that did, three sections of road drain to the same catchment as existing and therefore will have no significant impact. Two sections of road drain to a new catchment, Liffey_170. Further assessment was carried out and it was determined the impact would remain Not Significant. As a result, no mitigation is required and no impacts are anticipated on any water body as result of the Operational Phase of the Proposed Scheme.

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Chapter 14 – Land, Soils, Geology & Hydrology	The Land, Soils, Geology & Hydrology Chapter considered the potential land, soils, geology & hydrology impact associated with the Construction and Operational Phases of the Proposed Scheme.	With the implementation of the mitigation measures, it is expected that there will be no residual construction impacts on land, soils, geology and hydrogeology. With the implementation of the proposed mitigation measures, it is expected that there will be no residual operational impacts on land, soils, geology and hydrogeology.
Chapter 15 – Archaeological & Cultural Heritage	The Archaeological & Cultural Heritage Chapter considered the potential archaeological & cultural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.	With the implementation of the proposed mitigation measures, it is expected that there will be no residual negative impacts on archaeological and cultural heritage. There will be a Positive, Significant, Long-term impact on the upstanding national monuments, St Audoen’s Church, Christ Church Cathedral and the section of city wall at Lamb Alley, following the improvement of the urban realm.
Chapter 16 – Architectural Heritage	The Architectural Heritage Chapter considered the potential architectural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.	With the implementation of the proposed mitigation measures, it is expected that there will be no residual negative impacts on architectural heritage. Thomas Street ACA is of National Importance and High Sensitivity. There will be an adverse, indirect, visual impact on the ACA during the Construction Phase, the magnitude of which is Low. Mitigation to offset the risk of damage will include recording, protection and monitoring of the adjoining structures or boundaries prior to, and for the duration of the Construction Phase. Recording, overseeing of protective measures and monitoring is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor
Chapter 17 – Landscape (Townscape) & Visual	The Landscape (Townscape) & Visual Chapter considered the potential landscape (townscape) & visual impact associated with the Construction and Operational Phases of the Proposed Scheme.	With the implementation of the proposed mitigation measures, it is expected that, during construction, there will be very significant negative effects on the townscape from Le Fanu Road to City Centre, and moderate negative effects on the townscape from Liffey Valley to Le Fanu Road. There will be significant / very significant negative effects on residential property in temporary acquisition. There will be very significant negative effects on non-residential properties included in temporary acquisition, amenity designations and trees and vegetation. There will be significant negative effects on properties overlooking the scheme but not included in temporary acquisition or with minimal direct contact, and a moderate / significant negative effect on Conservation Areas, Residential Conservation Areas and Protected Structures. There will be a moderate negative effect on Architectural Conservation Areas. With the implementation of the proposed mitigation measures, it is expected that, during operation, there will be moderate positive effects on the townscape areas from Liffey Valley to Sarsfield Road. There will be a significant negative effect on non-residential properties in permanent acquisition and a moderate / significant negative effect on residential properties in permanent acquisition (The Steeples). There will be a moderate but neutral effect on trees and vegetation.
Chapter 18 – Waste & Resources	The Waste & Resources Chapter considered the potential waste & resources impact associated with the Construction and Operational Phases of the Proposed Scheme.	The main potential impacts on waste and resources during the Operational Phase will be waste generated from road maintenance activities following completion of the Construction Phase. With the implementation of the mitigation measures, it is expected that there will be no remaining significant impacts on waste and resources.
Chapter 19 – Material Assets	The Material Assets Chapter considered the potential material assets impact associated with the Construction and Operational Phases of the Proposed Scheme.	Due to the measures included in the design of the Proposed Scheme and the fact that there are minimal impacts predicted during the Operational Phase, no specific Operational Phase mitigation measures are required. With the implementation of the proposed mitigation measures there will be no significant impacts on material assets as a result of the Proposed Scheme.
Chapter 20 – Risk of Major Accidents and / or Disasters	The Risk of Major Accidents and / or Disasters Chapter assesses the potential significant adverse impacts on the environment during the Construction and Operational Phases of the Proposed Scheme.	Once the mitigation measures are applied, there are no remaining identified incidents or major accidents and / or disasters risk events that present a level of risk that would lead to significant impacts or environmental effects.
Chapter 21 – Cumulative Impacts & Environmental Interactions	The Cumulative Impacts & Environmental Interactions Chapter considers the potential cumulative impacts on the environment of the Proposed Scheme with other developments.	No likely significant cumulative effects relating to traffic and transport are predicted, over and above the effects of the Proposed Scheme assessed in isolation. With regard to air quality, as the cumulative construction traffic effects will be broadly in line with those of the Proposed Scheme in isolation, the associated cumulative air quality effects will not be significant. The climate impact assessment of road traffic emissions from the Construction Phase of the Proposed Scheme cumulatively with the 11 other Core Bus Corridor Schemes predicts a temporary overall increase of 2.6% of carbon dioxide-equivalent emissions compared to a scenario without the Core Bus Corridor Schemes. A series of embedded mitigation measures have been incorporated into the design of the Core Bus Corridor Schemes with the goal of reducing the

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>embodied carbon and traffic emissions associated with the Construction Phase of all Core Bus Corridor Schemes.</p> <p>On the basis that the more realistic worst-case scenario for construction traffic is predicted to result in traffic conditions which are broadly in line with the effect of implementing each of the Proposed Schemes in isolation, there would be no likely significant cumulative effect on traffic related noise over and above the effects of the Proposed Scheme assessed in isolation.</p> <p>With regard to Biodiversity, the construction of the Proposed Scheme in combination with other projects, will not give rise to cumulative impacts higher than the predicted residual impacts identified for the Proposed Scheme on its own (significant at a local scale).</p> <p>During construction, post-mitigation, the Human Health assessment identified six other projects as having the potential for in-combination impacts assessed to be Negative, Moderate and Temporary.</p> <p>The Landscape (Townscape) and Visual assessment identified that where the construction of the Proposed Scheme coincides with other developments, or construction is successive, there remains potential for localised Significant, Temporary / Short-Term cumulative effects during construction on the townscape / streetscape.</p> <p>Four roads (Manor Place, Oxmantown Road, St Joseph's Road and Cowper Street) will experience cumulative noise and vibration effects ranging over and above the effects of the Proposed Scheme in isolation due to cumulative construction traffic. These cumulative effects range from Negative, Moderate - Significant and Temporary to Negative, Moderate and Temporary.</p> <p>For traffic and transport, the assessment predicted that the Proposed Scheme and the other 11 Core Bus Corridor schemes are expected to facilitate a Long-Term, Profound Positive cumulative effect on People Movement by sustainable modes.</p> <p>The climate impact assessment predicts a Negative, Significant and Permanent cumulative impact on climate during the maintenance phase. A Significant and Positive impact is predicted on climate in 2028 with a Neutral impact in 2043 due to the predicted cumulative change in operational traffic and the significant mode shift from car to more sustainable modes (walking, cycling and public transport). Fewer climate benefits are seen in 2043 relative to 2028 due to the further electrification of the wider fleet in both the Do Minimum and Do Something scenarios.</p> <p>However, it is concluded that the Core Bus Corridor Infrastructure Works achieves the project objectives in supporting the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets. The Core Bus Corridor Infrastructure Works has the potential to reduce GHG emissions equivalent to the removal of approximately 105,500 and 102,200 car trips per weekday from the road network in 2028 and 2043 respectively. This represents a very significant contribution towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in the 2021 Climate Action Plan (CAP) (DCCA 2021). It is concluded that, cumulatively, the Core Bus Corridor Infrastructure Works will make a significant contribution to carbon reduction.</p> <p>The only other significant operational cumulative impacts identified over and above the standalone scheme relate to human health. The Human Health assessment identified three other projects, in combination with the Proposed Scheme, that were deemed to have potential for Positive Significant cumulative effects during the Operational Phase. The Human Health assessment identified Positive, Very Significant, Long-term cumulative effects with the other Core Bus Corridor Schemes.</p> <p>Significant environmental interactions occur between the topics of population, human health, air quality, noise and vibration and traffic and transport. The assessments made for each of those topics consider those interactions both directly and indirectly. As an environmental factor, landscape and visual considerations have natural relationships with all other environmental factors. Some are direct relationships, e.g. population and visual impacts; biodiversity and landscape; land, soils and water and landscape; or the setting around features of cultural heritage etc. Others may be indirect, e.g. human health, air quality and landscape, material assets and landscape and visual aspects. Wherever possible these potential interactions have been incorporated into the relevant assessments</p>
Chapter 22 – Summary of Mitigation	The Summary of Mitigation Chapter summarises the mitigation measures recommended for each of the environmental topics examined within the EIAR.	N/A

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Chapter 23 – Summary of Significant Residual Impacts	The Summary of Significant Residual Impacts Chapter collates the predicted residual impacts on the environment as identified in this EIAR, stemming from the Proposed Scheme, during Construction and Operational Phases.	N/A

5.1.1 Other Requirements

5.1.1.1 Water Framework Directive (WFD) Assessment

A WFD Compliance Assessment was carried out on the Proposed Scheme.

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

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

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

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

Article 4.8 states:

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

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

Article 4.9 of the WFD requires that:

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

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

The Nitrates Directive (1991) aims to protect water quality by preventing nitrates from agricultural sources polluting ground and surface waters and by promoting the use of good farming practices. The Scheme will not influence or moderate agricultural land use or land management.

The revised Bathing Water Directive (rBWD) (2006/7/EC) was adopted in 2006, updating the microbiological and physico-chemical standards set by the original Bathing Water Directive (BWD) (76/160/EEC) and the process used to measure / monitor water quality at identified bathing waters. The rBWD focuses on fewer microbiological indicators, whilst setting higher standards, compared to those of the BWD. Bathing waters under the rBWD are classified as excellent, good, sufficient or poor according to the levels of certain types of bacteria (intestinal enterococci and *Escherichia coli*) in samples obtained during the bathing season (May to September). The Proposed Scheme will not impact any designated bathing waters as there are not any within two kilometres of the Proposed Scheme. It is therefore compliant with the Bathing Water Directive.

5.1.1.1.1 Conclusion

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

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

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

5.1.1.2 Flood Risk Assessment (FRA)

A Flood Risk Assessment (FRA) (Appendix A13.2 of the EIAR) was carried out for the Proposed Scheme, it concluded that the following sources and level of flood risk along the Proposed Scheme are:

- A risk of pluvial flooding due to the limited capacity of the existing highway drainage network; and
- A risk of fluvial flooding from the Camac River to parts of the scheme.

There is a high risk of pluvial flooding along the entire Proposed Scheme. This is a function of the capacity of the existing surface water network, which is typically designed to contain a 20% Annual Exceedance Probability (AEP) storm. It is beyond the scope of the Proposed Scheme to increase the capacity of the existing surface water network.

The Proposed Scheme will result in the creation of additional impermeable surfaces for local sections of road widening. SuDS measures have been included in the scheme design to ensure that there is no change in existing runoff rates as a consequence of the scheme. This will ensure no increase in the risk of pluvial flooding.

The Proposed Scheme is at risk from fluvial flooding from the Camac River.

The Proposed Scheme will not affect the hydraulic capacity of the Camac River or any structures which cross it. No works are proposed to modify any existing bridges that would reduce their hydraulic capacity. The existing level of the road will also be maintained. The Proposed Scheme will therefore not result in any change to the existing risk of fluvial flooding.

Increased rainfalls depths and intensities will increase the risk of pluvial flooding from the existing surface water drainage network. New drainage measures which installed as part of the scheme, including any SuDS, are designed to allow for future climate change.

There will be an increased risk of fluvial flooding to the Proposed Scheme as a consequence of climate change. As noted, it is not possible to reduce the current risk of fluvial flooding to the Liffey Valley Scheme as the existing road levels need to be maintained. The Proposed Scheme will not exacerbate the impacts of climate change on the risk of fluvial flooding.

A Stage 3 Detailed Risk Assessment is not considered necessary as there will be no change in existing flood risk patterns or processes as consequence of the Proposed Scheme.

5.1.1.3 Appropriate Assessment (AA) and Natura Impact Statement (NIS)

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

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

5.1.2 Consultations

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

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

In addition to feedback from the non-statutory public consultation process and affected landowners consultations were also undertaken with DCC and SDCC. Consultation was also undertaken with the prescribed bodies and interested parties outlined in Table 5.3 with regard to the approach to the EIAR.

Table 5.3: Prescribed Bodies and Interested Parties

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

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

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

There has been ongoing engagement with landowners whose properties are affected as design development has progressed on the Proposed Scheme.

This engagement has coincided with the non-statutory public consultations (in March 2020 and December 2020).

Letters were issued in August 2020 to request access to properties to undertake more detailed topographical surveys. In June 2021, letters were also issued to each impacted property advising them of the CPO process. A map of the proposed temporary and permanent land take from their property was also provide along with a land referencing questionnaire with the option to request a call back with the design team. Over the course of the engagements, affected property owners have had the opportunity to discuss, among other things, the following aspects with the BusConnects Infrastructure team:

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

5.2 References

DCC (2009) Liberties Local Area Plan

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DCC (2016b) The Heart of Dublin – City Centre Public Realm Master Plan

DCC (2016a) Dublin City Development Plan 2016 – 2022

DCC (2019a) park West – Cherry Orchard Local Area Plan

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NTA (2011) National Cycle Manual

NTA (2013). Greater Dublin Area Cycle Network Plan

NTA (2015). Core Bus Network Report

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SDCC (2022) Draft South Dublin County Council Development Plan 2022 – 2028

SDCC (2019) South Dublin County Council Climate Change Action Plan 2019 – 2024

UN (2015) 2030 Agenda for Sustainable Development

Directives and Legislation

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

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

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

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

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

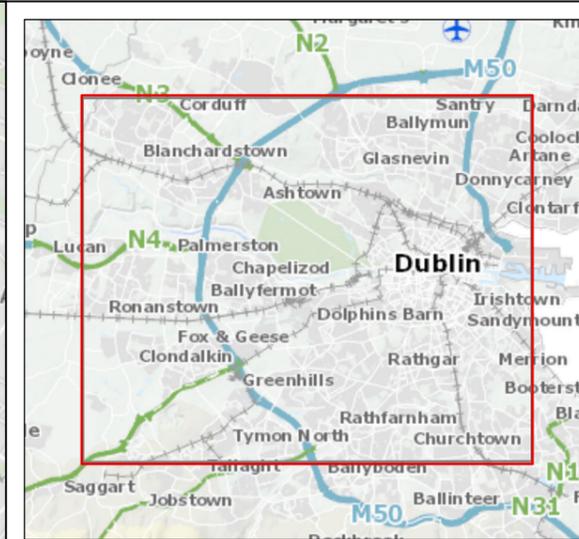
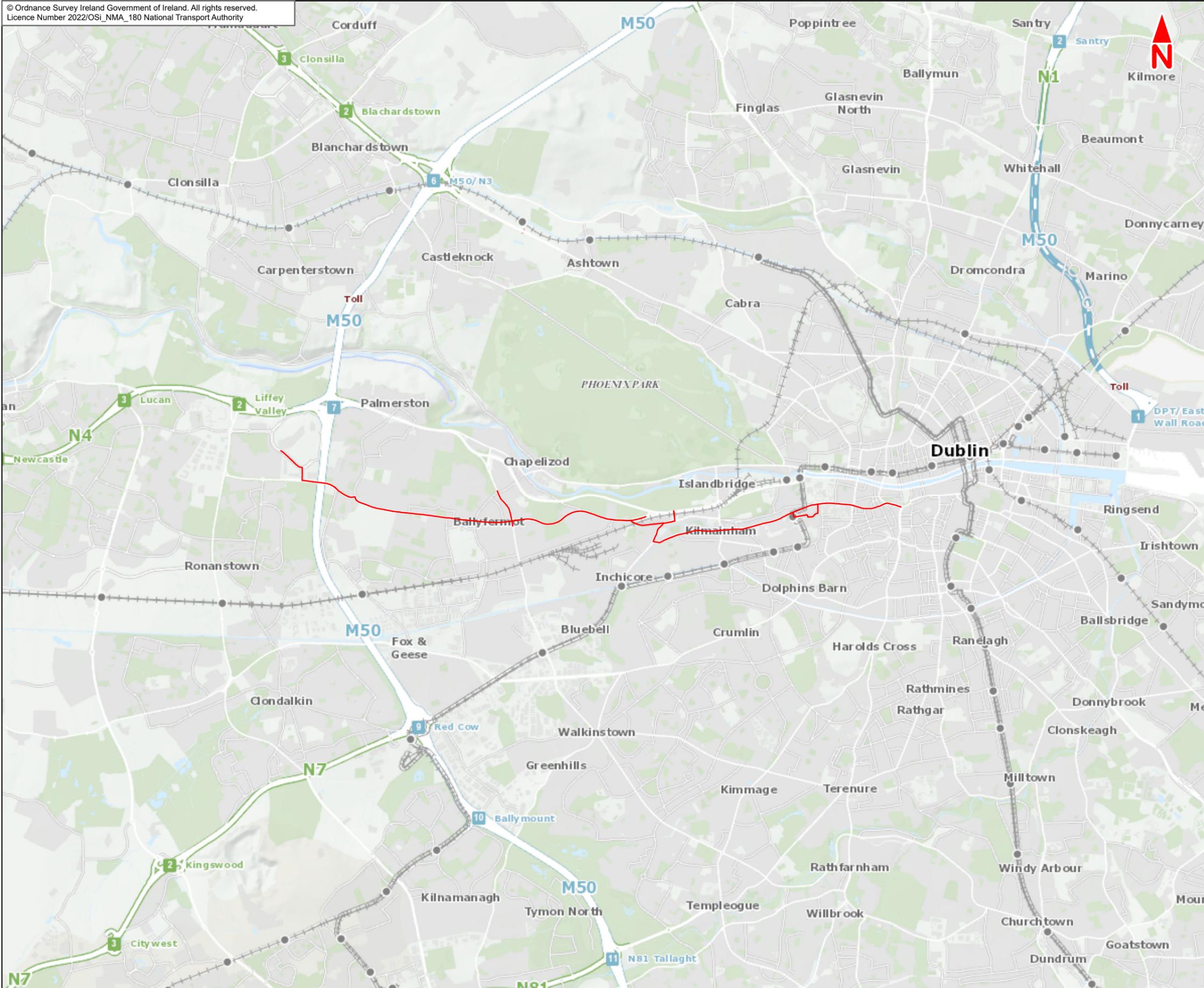
Number 15 of 2008 - Dublin Transport Authority Act, 2008 (as amended)

Regulation (EU) No. 1315/2013 of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network

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

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These include circles, semi-circles, and rounded rectangular shapes, some of which are layered or overlapping. The shapes are scattered across the page, with a concentration of larger shapes on the right side and bottom-left corner. The text 'Planning Report Figures' is positioned in the upper-left quadrant of the page.

**Planning Report
Figures**



Legend :
— Liffey Valley to City Centre Core Bus Corridor Scheme

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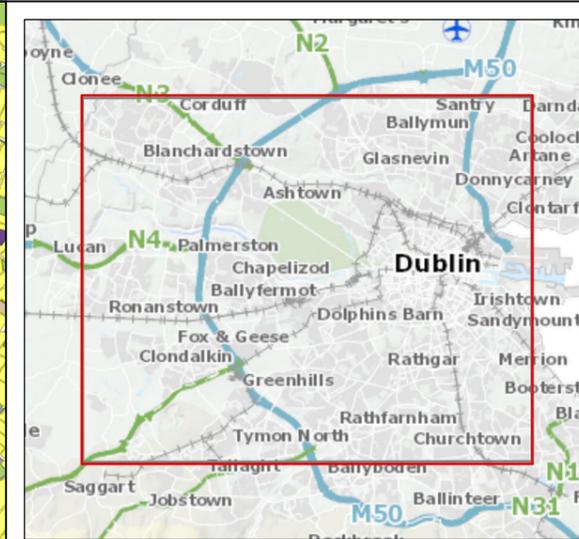
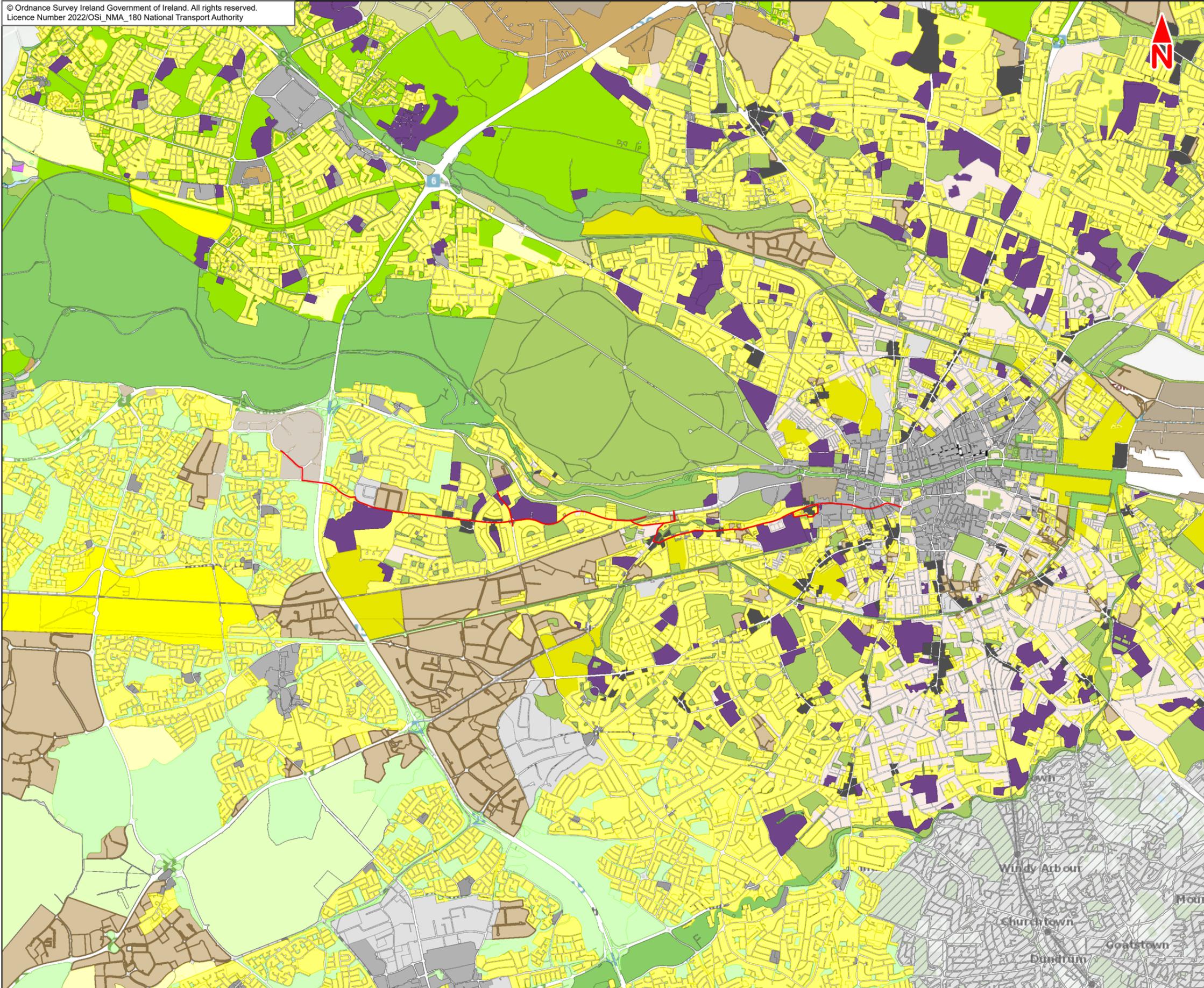
Client: **NTA**
 Údarás Náisiúnta Iompair
 National Transport Authority

Consultant: **JACOBS ARUP SYSTRA**

Date: 06/06/2022
 Scale @ A3: 1:50 000
 Project Code: BCIDE
 Originator Code: JAC

Drawn: LF
 Checked: RMcD
 Approved: DK

Programme Title: BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title: Liffey Valley to City Centre Core Bus Corridor Scheme 1A Liffey Valley Scheme Extent			
Drawing File Name: BCIDE-JAC-ENV_ZZ-0007_XX_00-DR-GG-0001	Sheet Number: 1 of 1	Status: A	Rev: M01



Legend :

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



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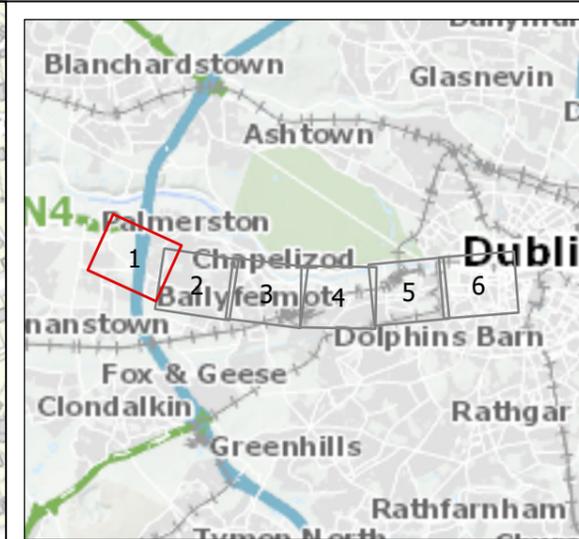
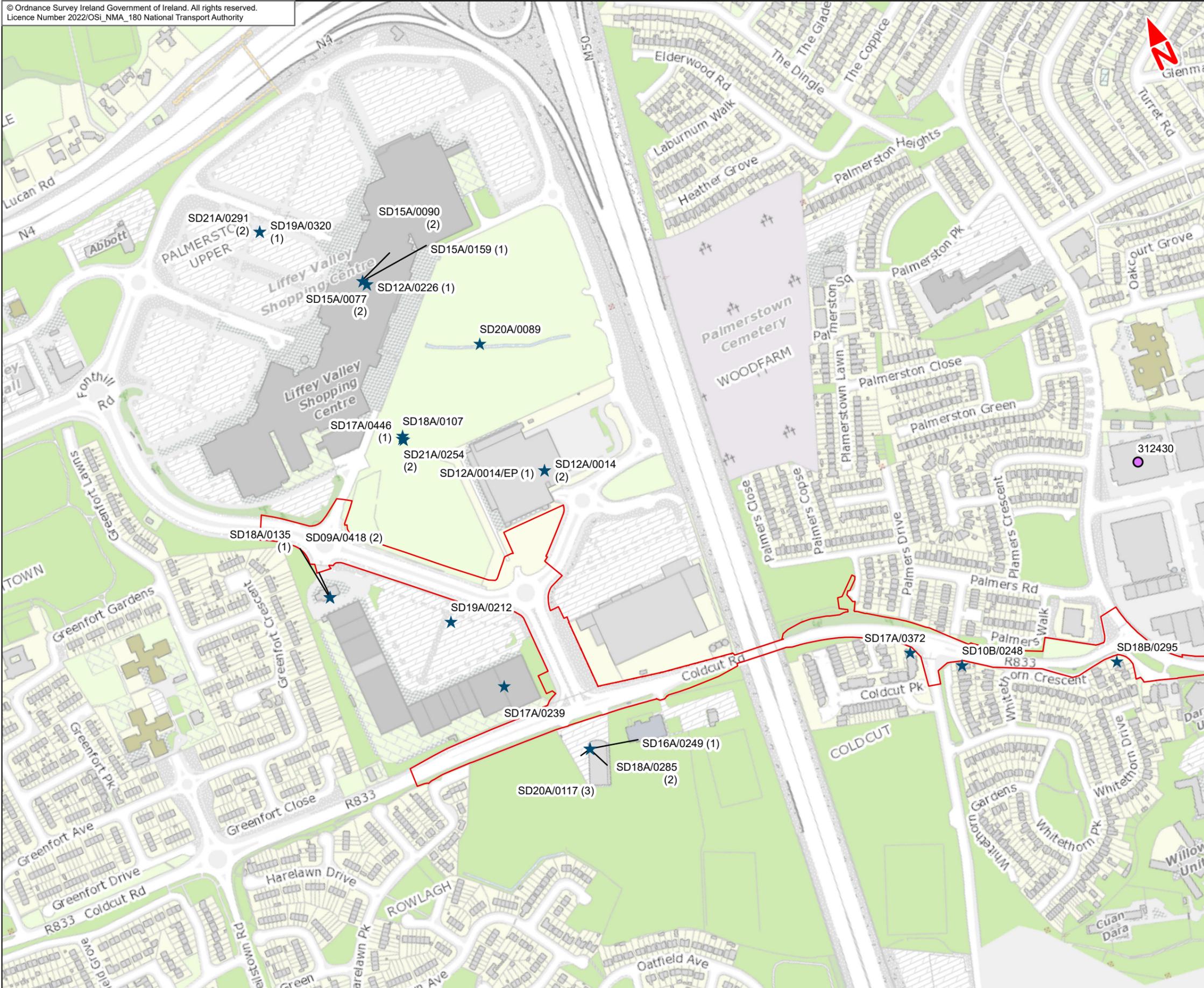
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Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 06/06/2022	Scale @ A3 1:50 000	Drawn LF	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Liffey Valley to City Centre Core Bus Corridor Scheme 1B Liffey Valley Zoning Map				
Drawing File Name BCIDE-JAC-ENV_ZZ-0007_XX_00-DR-GG-0002	Sheet Number 1 of 1	Status A	Rev M01	



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

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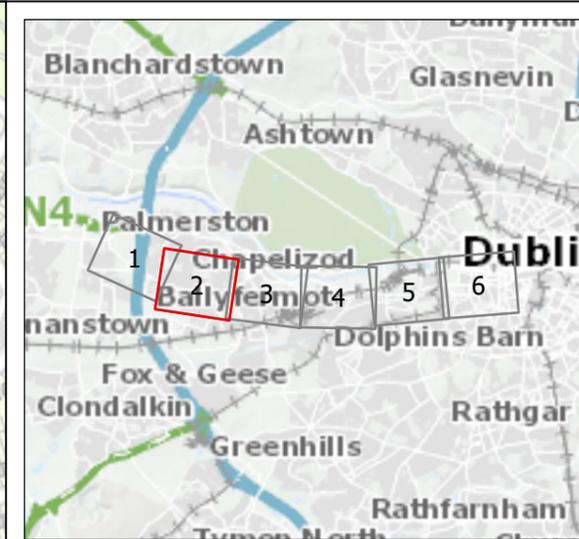
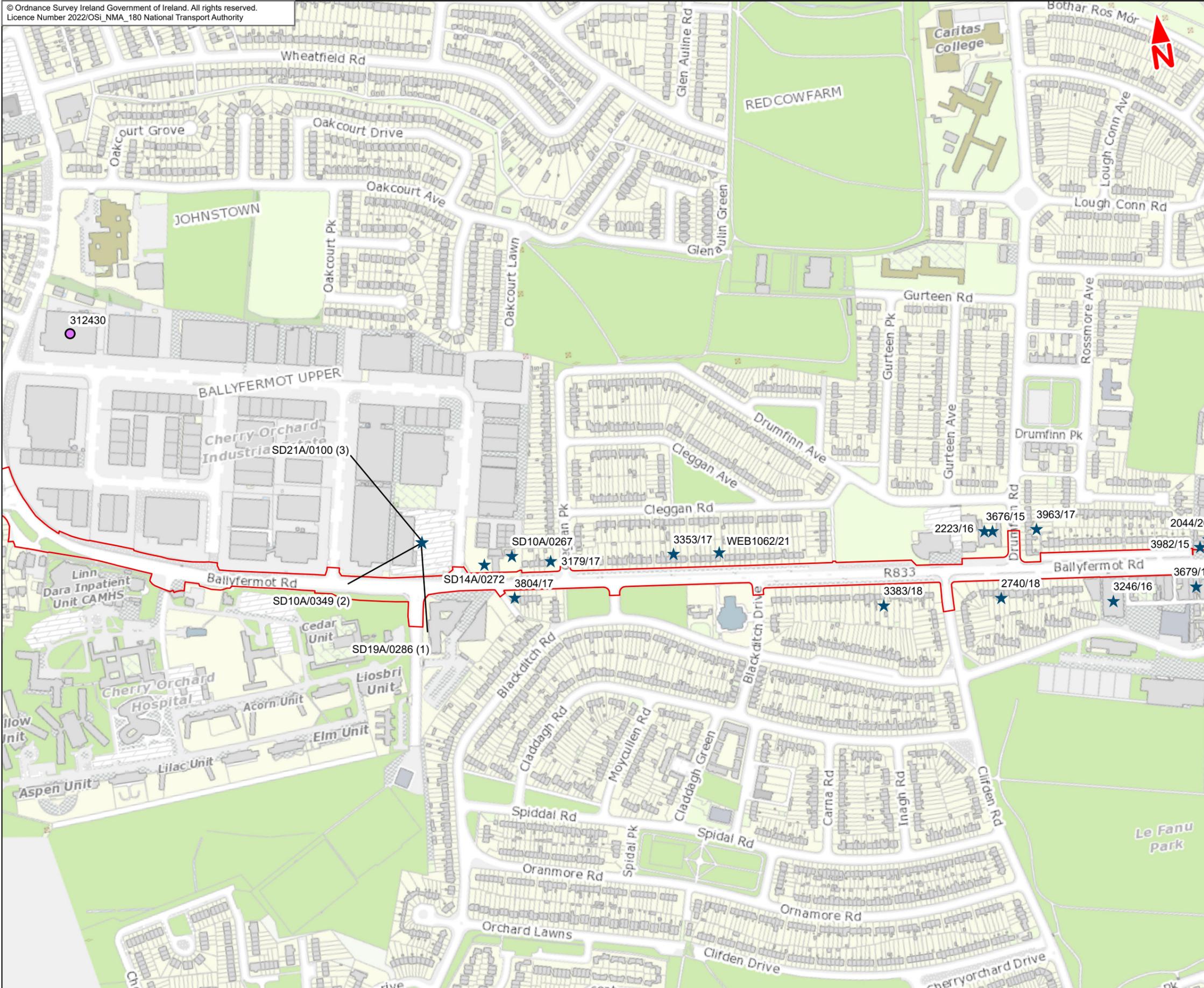


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Udarás Náisiúnta Iompair
National Transport Authority

Consultant
JACOBS ARUP SYSTRA

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title Liffey Valley to City Centre Core Bus Corridor Scheme 1C Relevant Planning Applications			
Date 06/06/2022	Scale @ A3 1:5000	Drawn LF	Checked RMcd
Project Code BCIDE	Originator Code JAC	Approved DK	QMS Code
Drawing File Name BCIDE-JAC-ENV_ZZ-0007_XX_00-DR-GG-0101	Sheet Number 1 of 6	Status A	Rev M01



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

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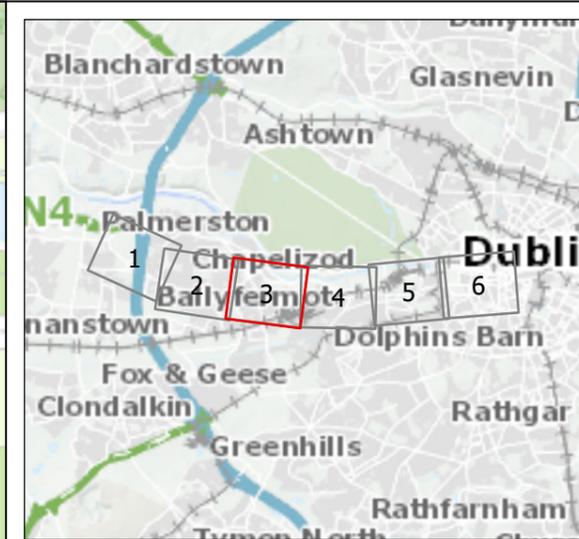
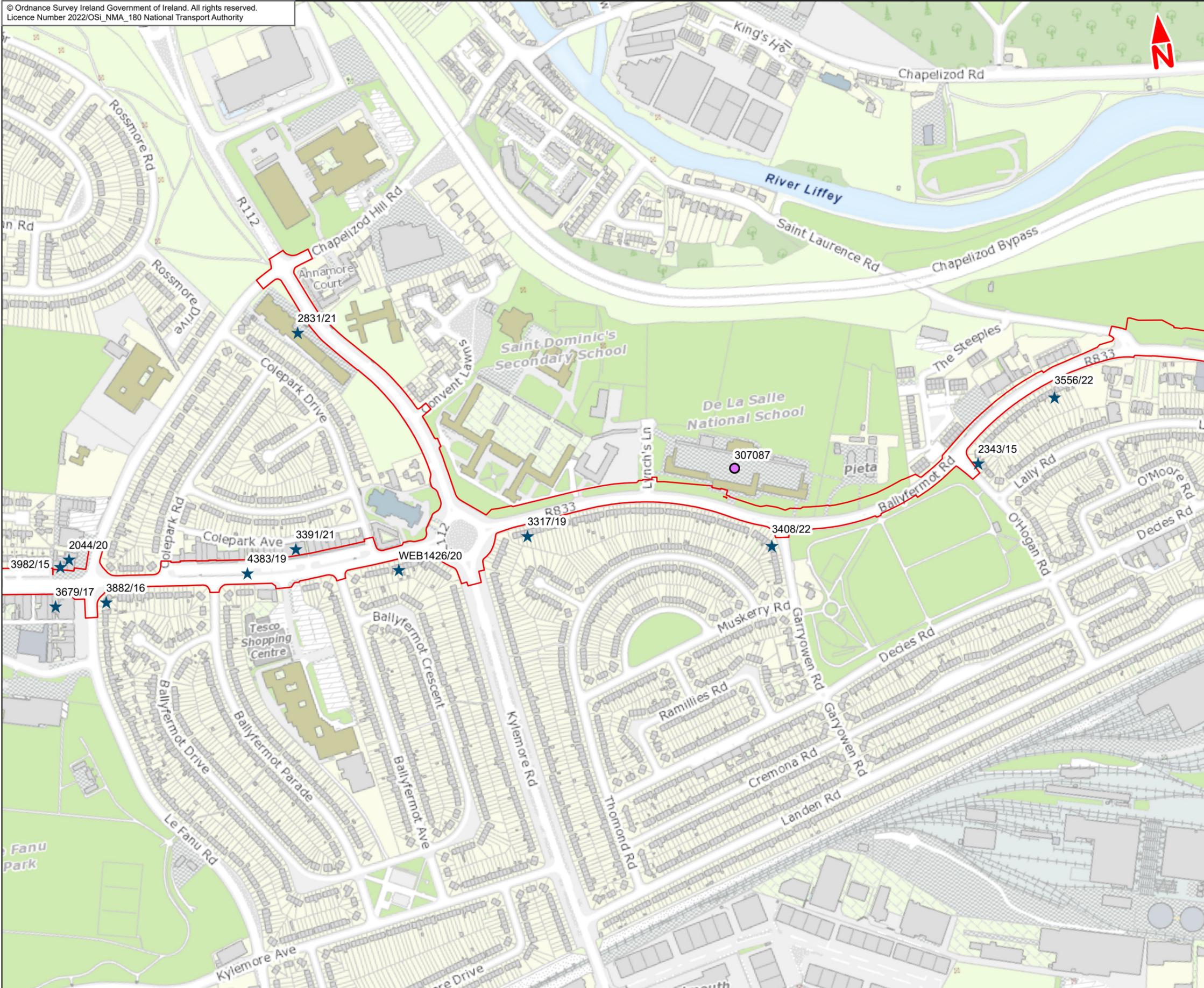


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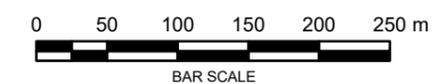
Consultant
JACOBS ARUP SYSTRA

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Liffey Valley to City Centre Core Bus Corridor Scheme 1D Relevant Planning Applications				
Date 06/06/2022	Scale @ A3 1:5000	Drawn LF	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code	Sheet Number 2 of 6	Status A
Drawing File Name BCIDE-JAC-ENV_ZZ-0007_XX_00-DR-GG-0102	Rev M01			



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

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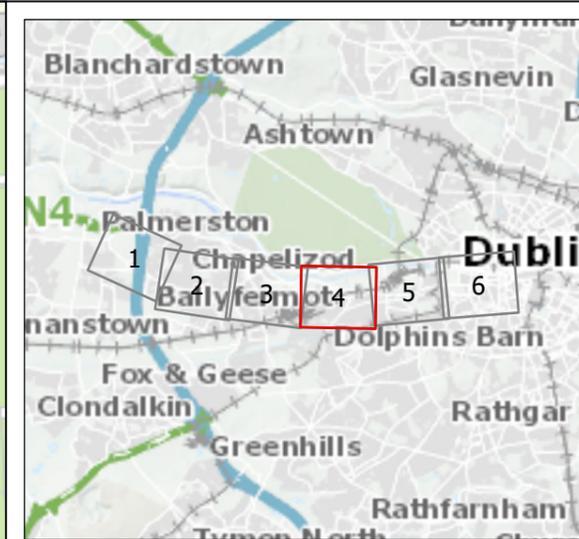
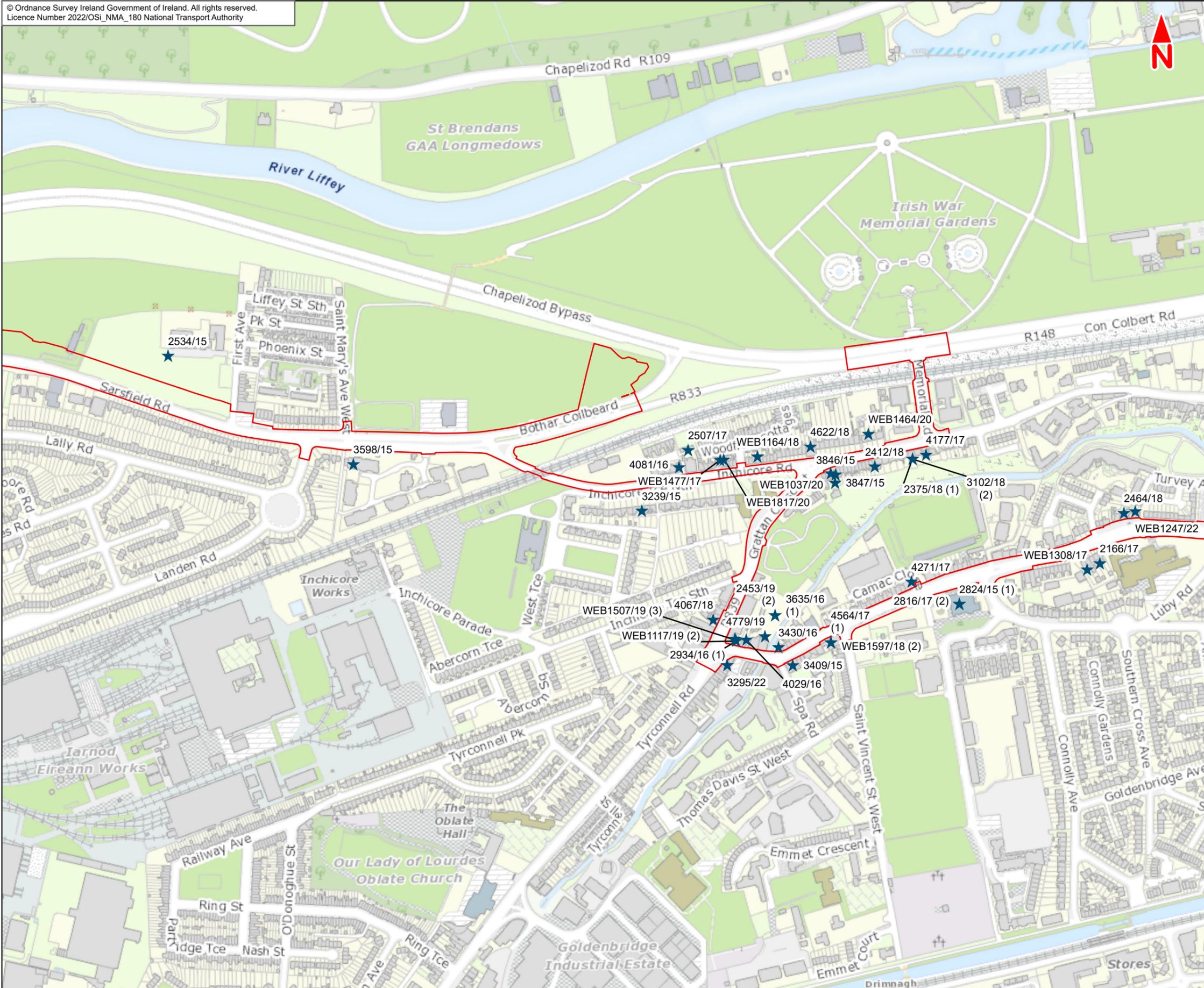
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Date 06/06/2022	Scale @ A3 1:5000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Liffey Valley to City Centre Core Bus Corridor Scheme 1E Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0007_XX_00-DR-GG-0103	Sheet Number 3 of 6	Status A	Rev M01	



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

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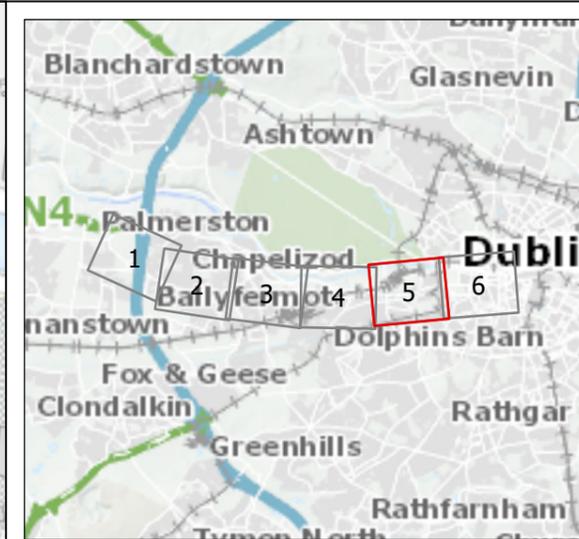
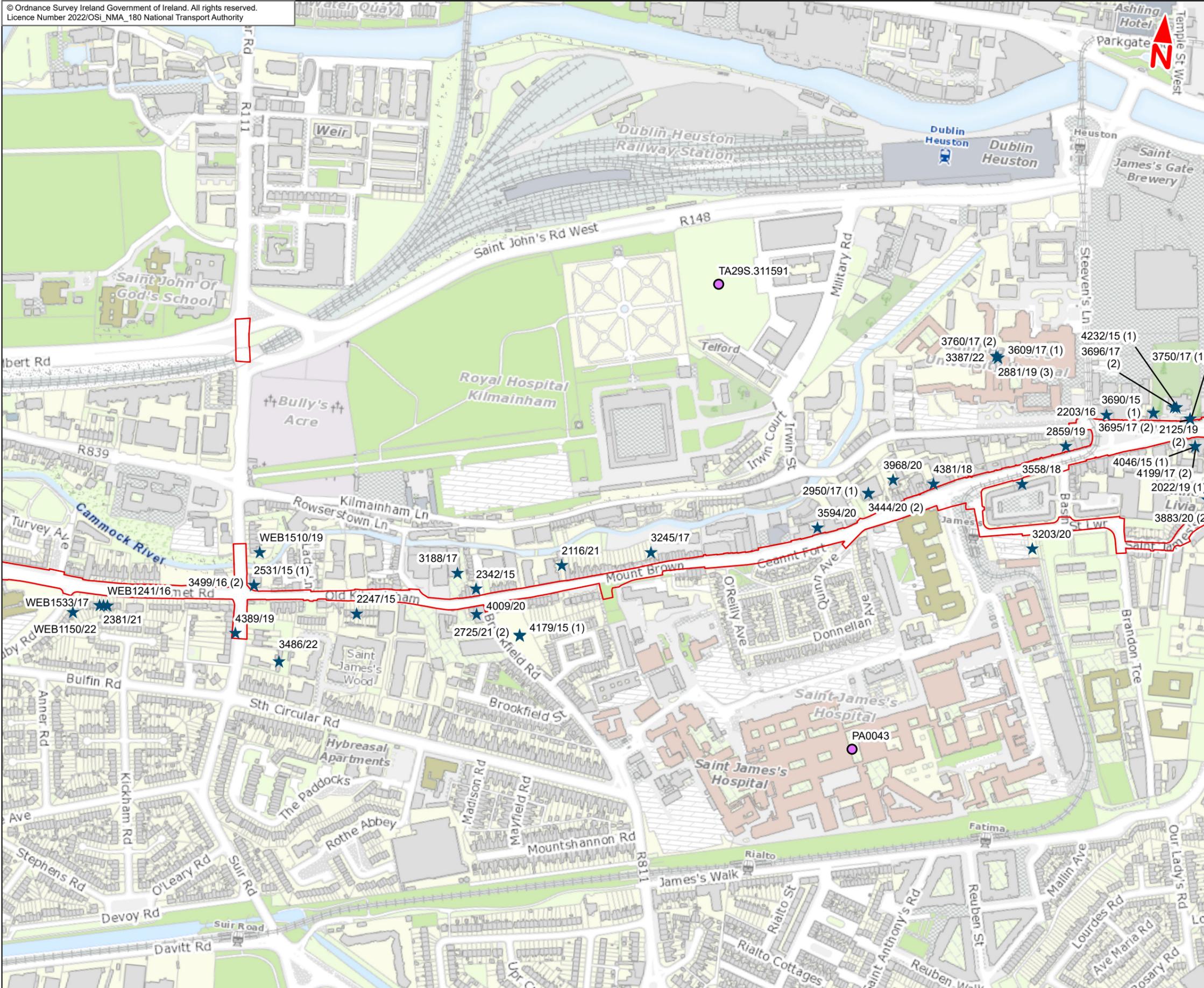
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Programme Title				BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title				Liffey Valley to City Centre Core Bus Corridor Scheme 1F Relevant Planning Applications			
Date	Scale @ A3	Drawn	Checked	Approved	Sheet Number	Status	Rev
06/06/2022	1:5000	LF	RMcd	DK	4 of 6	A	M01
Project Code		Originator Code		Drawing File Name		Sheet Number	
BCIDE		JAC		BCIDE-JAC-ENV_ZZ-0007_XX_00-DR-GG-0104		4 of 6	



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

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 Building Ireland's Future

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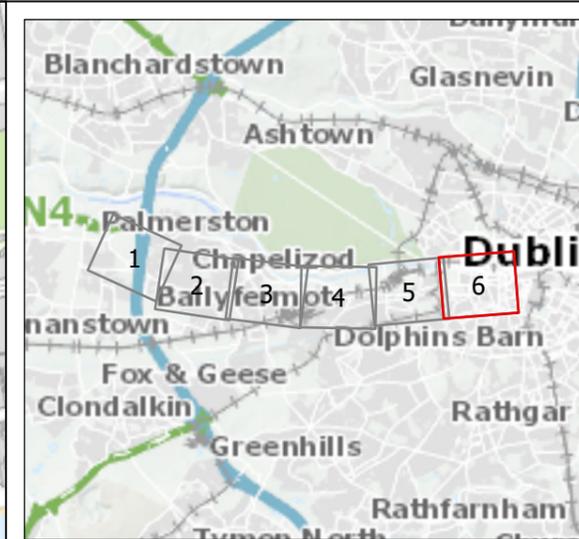
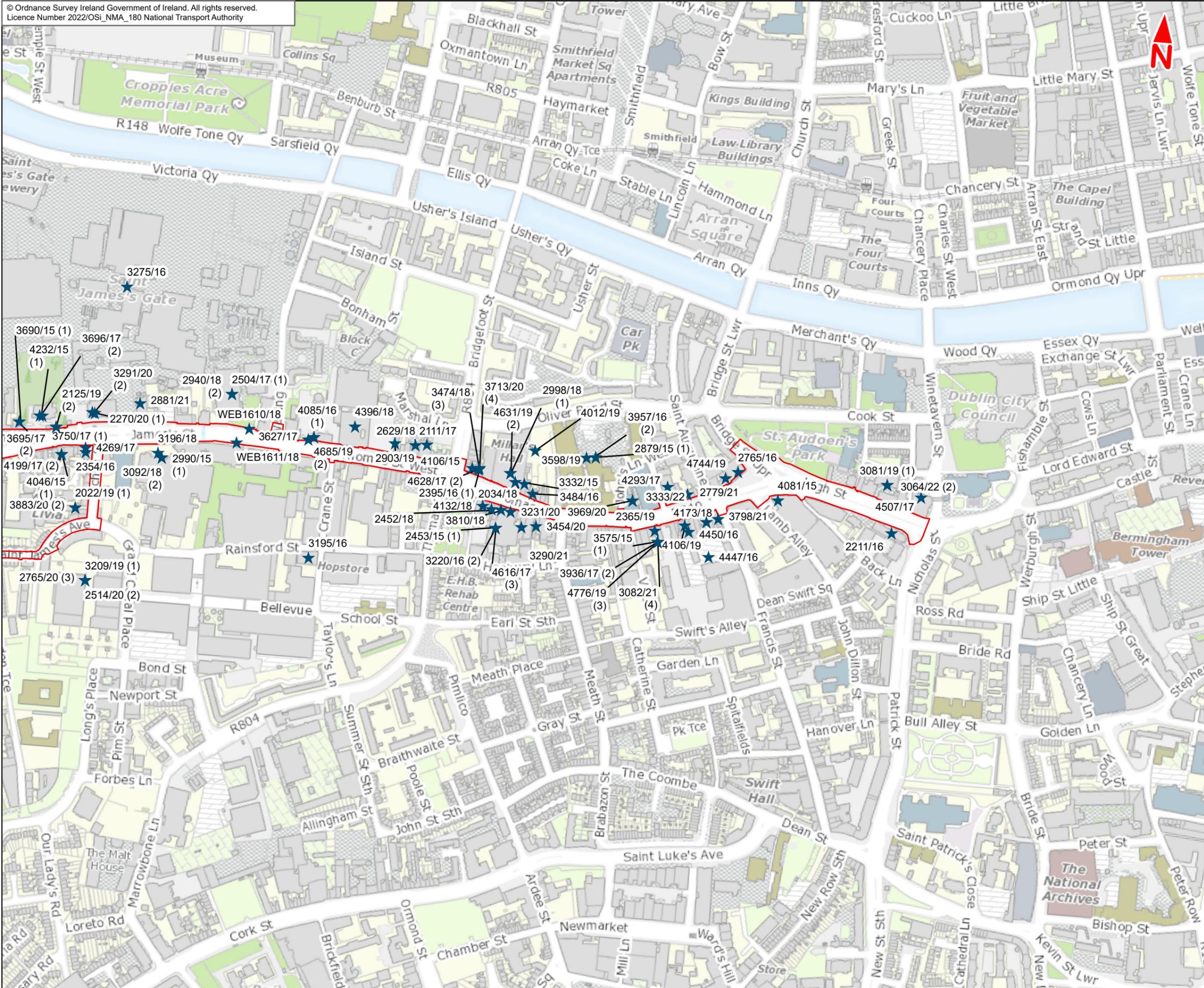
Client: **NTA**
Udarás Náisiúnta Iompair
National Transport Authority

Consultant: **JACOBS ARUP SYSTRA**

Date: 06/06/2022 | Scale @ A3: 1:5000
 Project Code: BCIDE | Originator Code: JAC

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Programme Title: BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title: Liffey Valley to City Centre Core Bus Corridor Scheme 1G Relevant Planning Applications			
Drawing File Name: BCIDE-JAC-ENV_ZZ-0007_XX_00-DR-GG-0105	Sheet Number: 5 of 6	Status: A	Rev: M01



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

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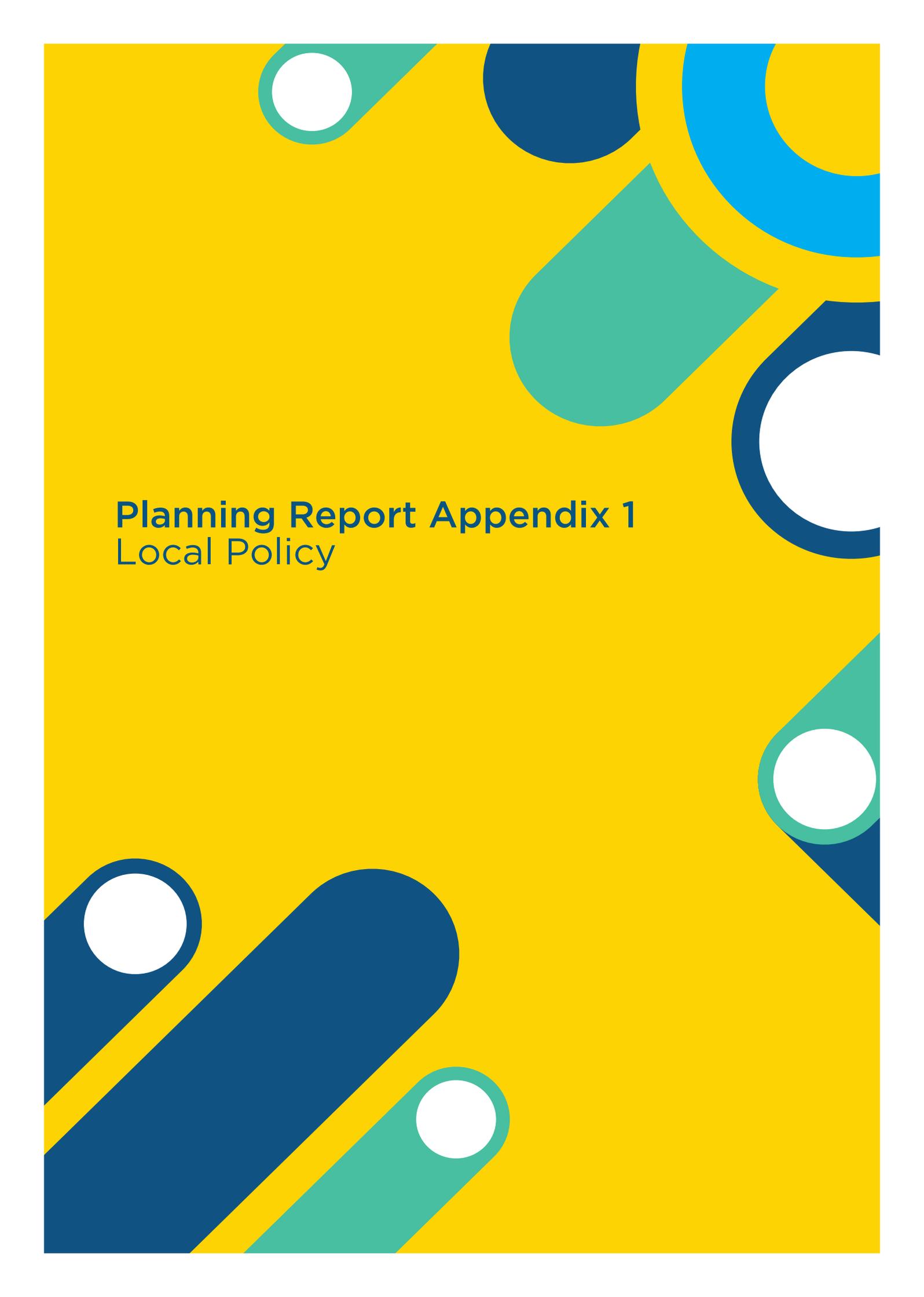
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The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These include circles, semi-circles, and rounded rectangular shapes, some of which are layered or overlapping. The shapes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

Planning Report Appendix 1

Local Policy

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Appendix 1 Local Policy

1. South Dublin County Council (SDCC)

1.1 SDCC Development Plan Policies and Objectives

Table 1.1: SDCC Development Plan 2016 - 2022 Policies and Objectives (South Dublin County Council Development Plan 2016)

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
6	Transport and Mobility Policy 1 Overarching	Overarching Policy	<i>'It is the policy of the Council to promote the sustainable development of the County through the creation of an integrated transport network that services the needs of communities and businesses.'</i>	<p>The primary objective of the Proposed Scheme is the provision of necessary bus, cycle, and walking infrastructure enhancements. In line with the objective, the Proposed Scheme facilitates modal shift from car dependency, it contributes to an efficient, integrated transport system and a low carbon and climate resilient City.</p> <p>The Proposed Scheme aligns with the objective as it will create an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility Policy 1 Overarching	TM1 Objective 1	<i>'To support and guide national agencies in delivering major improvements to the transport network'.</i>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Project is a programme from the National Transport Authority which will greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility Policy 1 Overarching	TM1 Objective 2	<i>'To spatially arrange activities around, and improve access to, existing and planned public transport infrastructure and services'</i>	<p>The Proposed Scheme aligns with the objective as it will create an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility Policy 1 Overarching	TM1 Objective 3	<i>'To focus on improvements to the local road and street network that will better utilise existing road space and encourage a transition towards more sustainable modes of transport, while also ensuring sufficient road capacity exists for the residual proportion of the trips which will continue to be taken by private vehicle.'</i>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
6	Transport and Mobility Policy 1 Overarching	TM1 Objective 5	<i>'To balance the needs of road users and the local community with the need to support the development of a sustainable transportation network.'</i>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility Policy 1 Overarching	TM1 Objective 6	<i>'To support the delivery of sufficient public transport and road capacity to facilitate sustainable new development in the County.'</i>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure to support the delivery of sustainable transport that will benefit the entire community in terms of greater accessibility, capacity and speed of service improvements.</p> <p>It will provide improved travel times combined with increased services will promote an efficient, reliable and frequent public transport service. The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility Policy 2 Public Transport	Overarching Policy	<i>'It is the policy of the Council to promote the sustainable development of the County by supporting and guiding national agencies in delivering major improvements to the public transport network and to ensure existing and planned public transport services provide an attractive and convenient alternative to the car.'</i>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility Policy 2 Public Transport	TM2 Objective 1	<i>'To secure the implementation of major public transport projects as identified within the relevant public transport strategies and plans for the Greater Dublin Area.'</i>	<p>The Proposed Scheme aligns with the objective as it delivers the implementation of major public transport projects identified within the GDA Transport Strategy as part of the BusConnects Core Bus Network.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility Policy 2 Public Transport	TM2 Objective 2	<i>'To establish future public transport routes that will support the County's medium to long term development, in particular orbital routes.'</i>	<p>The Proposed Scheme aligns with the objective as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
6	Transport and Mobility Policy 2 Public Transport	TM2 Objective 3	<i>'To generate additional demand for public transport services through integrated land use planning and maximising access to existing and planned public transport services throughout the network.'</i>	<p>The Proposed Scheme aligns with the objective as it will maximise access to existing transport modes and will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility Policy 2 Public Transport	TM2 Objective 4	<i>'To create an interlinked network that maximises the efficiency of existing services, reduces overall journey times and facilitates easy exchanges between modes and / or routes.'</i>	<p>The Proposed Scheme aligns with the objective as it will facilitate an interlinked network and enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. It will reduce bus journey times along the scheme.</p> <p>The Liffey Valley bus interchange is being developed by the NTA and Liffey Valley Shopping Centre. Once developed the Proposed Scheme design will be reviewed to tie-in with this project.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility	Actions	<i>'To support the delivery of the Core Orbital Bus Network with a high frequency service linking Tallaght, Clondalkin, Liffey Valley and Blanchardstown. To facilitate this service the reservation along the Emerging Preferred Route alignment of the former Metro-West will be maintained subject to a future reassessment of all of the potential route options to ensure the most direct and efficient route is taken.'</i>	<p>The Proposed Scheme does not deliver a Core Orbital Network; however, it does facilitate the provision of improved bus infrastructure.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility	Actions	<i>'Work with the NTA to secure the extension and expansion of the Core Bus Network and other bus services to serve new areas of employment, housing and tourism potential, whilst also improving the efficiency and frequency of services within more established areas.'</i>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>The Proposed Scheme will service the current and future transport needs of Dublin. Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
6	Transport and Mobility Policy 3 Walking and Cycling	Overarching Policy	<i>'It is the policy of the Council to re-balance movement priorities towards more sustainable modes of transportation by prioritising the development of walking and cycling facilities within a safe and traffic calmed street environment.'</i>	<p>The Proposed Scheme aligns with the objective as it will provide the advantage of safe segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility Policy 3 Walking and Cycling	TM3 Objective 1	<i>'To create a comprehensive and legible County-wide network of cycling and walking routes that link communities to key destinations, amenities and leisure activities...'</i>	<p>The Proposed Scheme aligns with the objective as it will provide the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes help to reduce dependency on private car use for short journeys.</p> <p>Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility Policy 3 Walking and Cycling	TM3 Objective 2	<i>'To ensure that connectivity for pedestrians and cyclists is maximised in new communities and improved within existing areas in order to maximise access to local shops, schools, public transport services and other amenities, while seeking to minimise opportunities for anti-social behaviour and respecting the wishes of local communities.'</i>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm, connecting existing and new areas along the corridor.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility Policy 3 Walking and Cycling	TM3 Objective 3	<i>'To ensure that all streets and street networks are designed to prioritise the movement of pedestrians and cyclists within a safe and comfortable environment for a wide range of ages, abilities and journey types.'</i>	<p>The Proposed Scheme aligns with the objective as it has been designed to include:</p> <p>More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages.</p> <p>Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
6	Transport and Mobility Policy 3 Walking and Cycling	TM3 Objective 4	<i>'To prioritise the upgrade of footpaths, public lighting & public realm maintenance and supporting signage on public roads/paths where a demonstrated need exists for busy routes used by runners & walkers'.</i>	<p>The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Crossing points will consist of on-demand signalised pedestrian crossing with appropriate tactile paving, push button units and LED warning studs. Appropriate signage will be used to ensure safe use of facilities by pedestrians.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility Policy 3 Walking and Cycling	TM3 Objective 6	<i>'To ensure that all walking and cycling routes have regard to pertaining environmental conditions and sensitivities and incorporate appropriate avoidance and mitigation measures as part of any environmental assessments.'</i>	<p>The Proposed Scheme aligns with the objective as it has considered the existing environmental baselines as part of the EIAR. Mitigation measures have been included as part of the assessments.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility	Actions	<i>'Work with the NTA to assist and secure funding for the ongoing implementation of the County Strategic Cycle Network'</i>	<p>The Proposed Scheme aligns with the objective as BusConnects is the NTAs programme to provide enhanced walking, cycling and bus infrastructure in the Dublin region. The Proposed Scheme will deliver safe, segregated cycling facilities along the corridor as part of BusConnects.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility	Actions	<i>'Reduce walking and cycling distances to areas of employment, community services, schools, shops, public transport and other community facilities through the delivery of Local Permeability Improvements within existing communities'</i>	<p>The Proposed Scheme aligns with the objective as it will provide local permeability improvements within existing communities. The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving walking and cycling facilities along the scheme.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility	Actions	<i>'Ensure facilities for pedestrians and cyclists are designed in accordance with the principles, approaches and standards contained within the Design Manual for Urban Roads and Streets and the National Cycle Manual.'</i>	<p>The Proposed Scheme aligns with the objective as it has been designed in consideration with the NTA Cycle Network Plan, Design Manual for Urban Roads and Streets and the National Cycle Manual.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
6	Transport and Mobility Policy 4 Strategic Road and Street Network	Overarching Policy	<i>'It is the policy of the Council to improve and expand the County-wide strategic road and street network to support economic development and provide access to new communities and development.'</i>	<p>The Proposed Scheme aligns with the objective as it will expand and enhance the street network along the full 9.2km of the scheme. It brings enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability, connectivity and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility Policy 4 Strategic Road and Street Network	TM4 Objective 1	<i>'To secure the implementation of major road projects as identified within the relevant strategies and plans for the Greater Dublin Area.'</i>	<p>The Proposed Scheme aligns with the objective as the BusConnects Programme of which the Proposed Scheme is part of is mentioned within the National Planning Framework, National Development Plan and Regional Spatial Economic Strategy.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility Policy 4 Strategic Road and Street Network	TM4 Objective 2	<i>'To increase competitiveness by ensuring the efficient movement of people and goods between enterprise and employment areas and the national road network.'</i>	<p>The Proposed Scheme aligns with the objective as it will bring increased competitiveness and enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6	Transport and Mobility Policy 6 Road and Street Design	TM6 Objective 2	<i>'To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment.'</i>	<p>The Proposed Scheme aligns with the objective as it has included surface treatment to visually calm traffic and to enhance pedestrian priority.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8	Green Infrastructure Policy 2 Green Infrastructure Network	G2 Objective 5	<i>'To integrate Green Infrastructure as an essential component of all new developments.'</i>	<p>The Proposed Scheme aligns with the objective as it includes green infrastructure initiatives such as SuDS and hard and soft landscaping works improving biodiversity where feasible. Design responses ranging from small scale local interventions to major urban realm interventions have been identified and explored at a corridor scale as well as in further detail for special design areas.</p> <p>Refer to Chapter 13 Water and Chapter 4 Proposed Scheme Description in Volume 2 of the EIAR for further details.</p>
8	Green Infrastructure Policy 2 Green Infrastructure Network	G2 Objective 9	<i>'To preserve, protect and augment trees, groups of trees, woodlands and hedgerows within the County by increasing tree canopy coverage using locally native species and by incorporating them within design proposals and supporting their integration into the Green Infrastructure network'</i>	<p>During the Construction Phase it is not possible to mitigate for the impact of the removal of mature trees to facilitate works. However, the Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme.</p> <p>Refer to Chapter 17 Landscape (Townscape) & Visual and Chapter 4 Proposed Scheme Description in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
8	Green Infrastructure Policy 2 Green Infrastructure Network	G2 Objective 10	<i>'To promote a network of paths and cycle tracks to enhance accessibility to the Green Infrastructure network, while ensuring that the design and operation of the routes responds to the ecological needs of each site.'</i>	<p>The Proposed Scheme aligns with the objective as it will provide the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes help to reduce dependency on private car use for short journeys.</p> <p>Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings and the addition of hard and soft landscaping and SUDs.</p> <p>Refer to Chapter 13 Water, Chapter 17 Landscape (Townscape) & Visual and Chapter 4 Proposed Scheme Description in Volume 2 of the EIAR for further details.</p>
8	Green Infrastructure Policy 2 Green Infrastructure Network	G2 Objective 11	<i>'To incorporate appropriate elements of Green Infrastructure e.g. new tree planting, grass verges, planters etc. into existing areas of hard infrastructure wherever possible, thereby integrating these areas of existing urban environment into the overall Green Infrastructure network.'</i>	<p>The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. The Proposed Scheme ensures that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible.</p> <p>Refer to Chapter 17 Landscape (Townscape) & Visual and Chapter 4 Proposed Scheme Description Volume 2 of the EIAR for further details.</p>
8	Green Infrastructure Policy 5 Sustainable Urban Drainage Systems	G5 Objective 1	<i>'To promote and support the development of Sustainable Urban Drainage Systems (SUDS) at a local, district and county level and to maximise the amenity and biodiversity value of these systems.'</i>	<p>The Proposed Scheme aligns with the objective as SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS were design designed to provide sufficient storage to ensure no increase in existing runoff rates. Design principles include exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible.</p> <p>Refer to Chapter 13 Water and Chapter 4 Proposed Scheme Description Volume 2 of the EIAR for further details.</p>
9	Heritage, Conservation and Landscapes Policy 4 Architectural Conservation Areas	HCL4 Objective 1	<i>'To avoid the removal of structures and distinctive features that positively contribute to the character of Architectural Conservation Areas including buildings, building features, shop fronts, boundary treatments, street furniture, landscaping and paving.'</i>	<p>No structures are being removed as part of the Proposed Scheme. There are no ACAs along the Proposed Scheme within SDCC functional area.</p> <p>Refer to Chapter 16 Architectural Heritage and Chapter 4 Proposed Scheme Description Volume 2 of the EIAR for further details.</p>
9	Heritage, Conservation and Landscapes Policy 4 Architectural Conservation Areas	HCL4 Objective 2	<i>'To ensure that new development, including infill development, extensions and renovation works within or adjacent to an Architectural Conservation Area (ACA) preserves or enhances the special character and visual setting of the ACA including vistas, streetscapes and roofs.'</i>	<p>There are no ACAs along the Proposed Scheme within SDCC functional area.</p> <p>Refer to Chapter 16 Architectural Heritage and Chapter 4 Proposed Scheme Description Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
9	Heritage, Conservation and Landscapes Policy 7 Landscapes	HCL7 Objective 1	<i>'To protect and enhance the landscape character of the County by ensuring that development retains, protects and, where necessary, enhances the appearance and character of the landscape, taking full cognisance of the Landscape Character Assessment of South Dublin County (2015).'</i>	<p>The Proposed Scheme aligns with the objective as the overall landscape and urban realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p> <p>Refer to Chapter 17 Landscape (Townscape) & Visual and Chapter 4 Proposed Scheme Description in Volume 2 of the EIAR for further details.</p>
9	Heritage, Conservation and Landscapes Policy 7 Landscapes	HCL7 Objective 2	<i>'To ensure that development is assessed against Landscape Character, Landscape Values and Landscape Sensitivity as identified in the Landscape Character Assessment for South Dublin County (2015) in accordance with Government guidance on Landscape Character Assessment and the National Landscape Strategy.'</i>	<p>The Proposed Scheme aligns with the objective as it was assessed using the Landscape Institute and the Institute of Environmental Management and Assessment (IEMA) Guidelines for Landscape and Visual Impact Assessment.</p> <p>Refer to Chapter 17 Landscape (Townscape) & Visual in Volume 2 of the EIAR for further details.</p>
9	Heritage, Conservation and Landscapes Policy 10 Liffey Valley and Dodder Valley	HCL10 Objective 2	<i>'To ensure that development within the Liffey Valley and Dodder Valley will not prejudice the future creation and development of uninterrupted and coherent parklands including local and regional networks of walking and cycling routes.'</i>	<p>The Proposed Scheme aligns with the objective as it will not prejudice the creation of uninterrupted and coherent parklands will provide enhanced access to walking and cycling infrastructure.</p> <p>Refer to Chapter 17 Landscape (Townscape) & Visual and Chapter 4 Proposed Scheme Description in Volume 2 of the EIAR for further details.</p>
9	Heritage, Conservation and Landscapes Policy 10 Liffey Valley and Dodder Valley	HCL10 Objective 3	<i>'To ensure that development proposals within the Liffey Valley and Dodder Valley, including local and regional networks of walking and cycling routes, maximise the opportunities for enhancement of existing ecological features and protects and incorporates high value natural heritage features including watercourses, wetlands, grasslands, woodlands, mature trees, hedgerows and ditches, as part of the County's Green Infrastructure network.'</i>	<p>The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme.</p> <p>Refer to Chapter 17 Landscape (Townscape) & Visual and Chapter 4 Proposed Scheme Description in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
9	Heritage, Conservation and Landscapes Policy 15 Non-Designated Areas	HCL15 Objective 3	<i>'To protect existing trees, hedgerows, and woodlands which are of amenity or biodiversity value and/ or contribute to landscape character and ensure that proper provision is made for their protection and management in accordance with Living with Trees: South Dublin County Council's Tree Management Policy 2015-2020.'</i>	<p>The Proposed Scheme aligns with the objective as the landscape design for the Proposed Scheme includes proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, both as mitigation for loss of trees as well as to enhance ecological value along the route. Wherever possible trees will be retained along the Proposed Scheme.</p> <p>Refer to Chapter 17 Landscape (Townscape) & Visual and Chapter 4 Proposed Scheme Description in Volume 2 of the EIAR for further details.</p>
9	Heritage, Conservation and Landscapes Policy 17 Tree Preservation Orders	HCL17 Objective 1	<i>'To review the number of Tree Preservation Orders within the County and maintain the conservation value of trees and groups of trees that are the subject of any Tree Preservation Order.'</i>	<p>There are no Tree Protection Orders or preservation objectives along the Proposed Scheme.</p> <p>Refer to Chapter 17 Landscape (Townscape) & Visual in Volume 2 of the EIAR for further details.</p>
1	Introduction and Core Strategy	Core Strategy (Cs) Policy 8 National Climate Change Strategy	<i>It is the policy of the Council to support the implementation of the National Climate Change Strategy and the National Climate Change Adaption Framework Building Resilience to Climate Change 2012 through the County Development Plan and through the preparation of a Climate Change Adaptation Plan in conjunction with all relevant stakeholders.</i>	<p>The Proposed Scheme aligns with the objective as the various Climate strategy's, frameworks and plans have been considered as part of the Proposed Scheme.</p> <p>Refer to Chapter 7 Air Quality in Volume 2 of the EIAR for further details.</p>
7	Infrastructure & Environmental Quality	IE7 Objective 2:	<i>To implement the recommendations of the Dublin Regional Air Quality Management Plan to protect people from the harmful health effects associated with air pollution, to preserve good air quality where it exists and to improve air quality where it is unsatisfactory.</i>	<p>The Proposed Scheme aligns with the objective as the Dublin Regional Air Quality Management Plan has been considered as part of the scheme.</p> <p>Refer to Chapter 8 Climate in Volume 2 of the EIAR for further details.</p>
7	Infrastructure & Environmental Quality	IE7 Objective 4:	<i>To ensure that future developments are designed and constructed to minimise noise disturbance and take into account the multi functional uses of streets including movement and recreation as detailed in the Urban Design Manual (2009) and the Design Manual for Urban Roads and Streets (2013).</i>	<p>The Proposed Scheme aligns with the objective as construction works will operate within specified criteria, specific noise abatement measures will be implemented during construction.</p> <p>Refer to Chapter 9 Noise and Vibration and Chapter 4 Proposed Scheme Description in Volume 2 of the EIAR for further details.</p>

1.2 Zoning Objectives

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

Table 1.2: SDCC Zoning Objectives

Zoning Objective	Objective
MRC – Major Retail Centre	<i>'To protect, improve and provide for the future development of a Major Retail Centre'</i>
RES – Existing Residential	<i>'To protect and/or improve residential amenity'</i>
OS – Open Space	<i>'To preserve and provide for open space and recreational amenities'</i>
REGEN - Regeneration	<i>'To facilitate enterprise and/or residential led regeneration.'</i>
EE – Enterprise and Employment	<i>'To provide for enterprise and employment related uses'</i>

2. Dublin City Council (DCC)

2.1 DCC Development Plan Policies and Objectives

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

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
3.4	Addressing Climate Change Strategy	CC1	<i>'To prioritise measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice.'</i>	The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible. Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3	Addressing Climate Change Strategy	CCO4	<i>'To support the implementation of the 'Dublin City Sustainable Energy Action Plan 2010–2020' and any replacement plan made during the term of this development plan.'</i>	The Proposed Scheme aligns with the objective as it has considered the Dublin City Council Climate Change Action Plan 2019, the Proposed Scheme will promote modal shift from private car to a more sustainable forms of transport and increased bus priority which are key actions in the plan. Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3	Addressing Climate Change – Dublin City Spatial Energy Demand Analysis (SEDA)	CCO5	<i>'To support and collaborate on initiatives aimed at achieving more sustainable energy use, particularly in relation to the residential, commercial and transport sectors.'</i>	The Proposed Scheme aligns with the objective as it is providing the infrastructure necessary to facilitate sustainable transport. Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
4.5.1.1	Approach to the Inner City	SC3	<i>To develop a sustainable network of safe, clean, attractive pedestrian routes, lanes and cycleways in order to make the city more coherent and navigable.</i>	The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will generally be 2 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
4.5.3.1	Shape and Structure of the City – Urban Density	SC13	<i>'To promote sustainable densities, particularly in public transport corridors, which will enhance the urban form and spatial structure of the city, which are appropriate to their context, and which are supported by a full range of community infrastructure such as schools, shops and recreational areas, having regard to the safeguarding criteria set out in Chapter 16 (development standards), including the criteria and standards for good neighbourhoods, quality urban design and excellence in architecture. These sustainable densities will include due consideration for the protection of surrounding residents, households and communities.'</i>	The Proposed Scheme aligns with the objective as it will promote density within Dublin City leading to a more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
6.5.1	City Economy and Enterprise - General	CEE4	<p><i>'It is the policy of Dublin City Council:</i></p> <p>(i) <i>To promote and facilitate Dublin as a creative and innovative city that is globally competitive, internationally linked, attractive and open.</i></p> <p>(ii) <i>To promote an internationalisation strategy building mutually-beneficial economic and other links with key cities globally to encourage investment and tourism etc. in Dublin.</i></p> <p><i>To promote jobs which provide quality of life and allow workers to play a full social and economic role in the development of the city.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will create infrastructure required for sustainable transport that will service the current and future transport needs of Dublin.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 10 (Population) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.1	Movement and Transport – Integrated Land-use and Transportation	MT1	<p><i>'To support the sustainability principles set out in the following documents:</i></p> <ul style="list-style-type: none"> • <i>The National Spatial Strategy / National Planning Framework;</i> • <i>The National Transport Authority's Transport Strategy for the Greater Dublin Area;</i> • <i>Smarter Travel, A Sustainable Transport Future 2009–2020;</i> • <i>Regional Planning Guidelines for the Greater Dublin Area;</i> • <i>Design Manual for Urban Roads and Streets (DMURS); and</i> • <i>National Cycling Policy Framework and National Cycle Manual.</i> <p><i>Also, to ensure that land-uses and zoning are fully integrated with the provision of a high-quality transportation network that accommodates the movement needs of Dublin city and the region.'</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic and Transport) of the Proposed Scheme has considered the sustainability principles as set out in the various policy documents. The Proposed Scheme is largely on public roads, pavement and urban realm areas which are not currently zoned. Temporary works which will take place in zoned land will not affect the long-term zoning objective of the land.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.2	Movement and Transport – Promoting Modal Change and Active Travel	MT2	<p><i>'It is the policy of Dublin City Council whilst having regard to the necessity for private car usage and the economic benefit to the city centre retail core as well as the city and national economy, to continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport, and to co-operate with the NTA, Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives. Initiatives contained in the government's 'Smarter Travel' document and in the NTA's draft transport strategy are key elements of this approach.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. The BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
8.5.3	Movement and Transport – Public Transport	MT3	<i>'To support and facilitate the development of an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city in association with relevant transport providers, agencies and stakeholders.'</i>	<p>The Proposed Scheme aligns with the objective as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. Bike racks will generally be provided, where practicable, at Island Bus Stops and key additional locations. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MT4	<i>'To promote and facilitate the provision of Metro, all heavy elements of the DART Expansion Programme including DART Underground (rail interconnector), the electrification of existing lines, the expansion of Luas, and improvements to the bus network in order to achieve strategic transport objectives.'</i>	<p>The Proposed Scheme aligns with the objective as it will improve the Bus Network along the scheme and enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. Bike racks will generally be provided, where practicable, at Island Bus Stops and key additional locations. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MT5	<i>'To work with the relevant transport providers, agencies, and stakeholders to facilitate the integration of active travel (walking, cycling etc.) with public transport, thereby making it easier for people to access and use the public transport system.'</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MT6	<i>'To work with Iarnród Éireann, the NTA, Transport Infrastructure Ireland (TII) and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity.'</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>The Proposed Scheme will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
8.5.3.	Movement and Transport – Public Transport	MTO2	<i>'To support the development and implementation of integrated ticketing and real time passenger information systems across the public transport network in association with relevant transport providers and agencies. Progress on the integration of Dublin shared bike scheme and Leap Card schemes will be monitored'</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. Signage and road markings will be provided along the extents of the Proposed Scheme to clearly communicate information, regulatory and safety messages to the road user.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MTO4	<i>'To support improvements to the city's bus network and related services to encourage greater usage of public transport in accordance with the objectives of the NTA's strategy and the government's 'Smarter Travel' document.'</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>It will support the objectives in the NTA Smarter Travel document by providing improvements to pedestrian and cycle amenities along the proposed route, whilst also providing greater reliability for road-based public transport.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MTO5	<i>'To facilitate and support measures proposed by transport agencies to enhance capacity on existing public transport lines and services, to provide/improve interchange facilities and provide new infrastructure...'</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.4	Movement and Transport – Promoting Active Travel: Cycling & Walking	MT7	<i>'To improve the city's environment for walking and cycling through the implementation of improvements to thoroughfares and junctions and also through the development of new and safe routes, including the provision of foot and cycle bridges. Routes within the network will be planned in conjunction with green infrastructure objectives and on foot of (inter alia) the NTA's Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual'</i>	<p>The Proposed Scheme aligns with the objective as Chapter 6 of the EIAR, Traffic and Transport has considered the NTA Cycle Network Plan and National Cycle Manual.</p> <p>The Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes help to reduce dependency on private car use for short journeys.</p> <p>Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g., walking, cycling and public transport, by prioritising the space and time allocated to these modes within the operation of a junction, and subsequently to accommodate the forecasted future year traffic volumes as safely and efficiently as possible within the remaining space and time. This has allowed the design to maximise the number of people moving through each junction and to prioritise these sustainable modes of travel.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
8.5.4	Movement and Transport – Promoting Active Travel: Cycling & Walking	MT11	<i>'To continue to promote improved permeability for both cyclists and pedestrians in existing urban areas in line with the National Transport Authority's document 'Permeability – a best practice guide'. Also, to carry out a permeability and accessibility study of appropriate areas in the vicinity of all Luas, rail and BRT routes and stations, in co-operation with Transport Infrastructure Ireland and the National Transport Authority.'</i>	The Proposed Scheme aligns with the objective as Chapter 6 of the EIAR Traffic and Transport has considered the Permeability best practice guide as part of the project. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.4.1	Movement and Transport – Cycling	MTO8	<i>'To work with, and actively promote, initiatives by relevant agencies and stakeholders such as An Taisce's 'Green Schools' initiative and the NTAs Smarter Travel Unit, to promote active travel in schools and communities, recognizing the health and social benefits of walking and cycling as well as the environmental benefits.'</i>	The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It will promote active travel through enhanced cycle and pedestrian infrastructure. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.4.1	Movement and Transport – Cycling	MTO10	<i>'To improve existing cycleways and bicycle priority measures throughout the city, and to create guarded cycle lanes, where appropriate and feasible.'</i>	The Proposed Scheme aligns with the objective as it will provide the advantage of segregated cycling facilities along the route in both directions wherever practical. These high-quality cycle lanes will generally be 2M in width offering a high level of service. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.4.2	Movement and Transport – Walking	MTO18	<i>'To develop a high-quality pedestrian environment at new public transport interchanges and to consider the needs of pedestrians in the design of all infrastructure projects.'</i>	The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Bike racks will generally be provided, where practicable, at Island Bus Stops and key additional locations. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.7	Road and Bridge Improvements	MT20	<i>'To increase capacity of public transport, cycling and walking, where required, in order to achieve sustainable transportation policy objectives. Any works undertaken will include as an objective, enhanced provision for safety, public transportation, cyclists and pedestrians, and will be subject to environmental and conservation considerations.'</i>	The Proposed Scheme aligns with the objective as it will provide improved travel times combined with increased services will promote an efficient, reliable and frequent public transport service as well as provide the advantage of segregated cycling facilities along the preferred route in both directions. Environmental and conservation considerations have been assessed as part of the EIA process for the Proposed Scheme. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.4	Surface Water Drainage and Sustainable Urban Drainage Systems (SUDS)	SIO14	<i>'To require that any new paving of driveways or other grassed areas is carried out in a sustainable manner so that there is no increase in storm water run-off to the drainage network'</i>	The Proposed Scheme aligns with the objective as it provides measures to ensure no increase in existing run off rates from newly paved and combined existing / newly paved catchment areas. SuDS measures will be provided to ensure no increase in existing run off rates from newly paved and combined existing / newly paved catchment areas Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
9.5.9	Light Pollution	SI27	<i>'To require lighting design to be appropriate to the end use in relation to residential areas, footpaths, cycle paths, urban streets, and highways, i.e. use of low-level bollard lighting along cycle paths.'</i>	The Proposed Scheme aligns with this objective as Light Emitting Diode (LED) lanterns will be the light source for any new or relocated public lighting provided. The lighting design will involve works on functional, heritage and contemporary lighting installations on a broad spectrum of lighting infrastructure along the Proposed Scheme. In locations where road widening and/or additional space in the road margin is required, it is proposed that the public lighting columns will be replaced and relocated to the rear of the footpath, where practicable, eliminating pedestrian obstruction Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
10.5.3	Green Infrastructure, Open Space & Recreation – Parks and Open Spaces	GI10	<i>'To continue to manage and protect and/or enhance public open spaces to meet the social, recreational, conservation and ecological needs of the city and to consider the development of appropriate complementary facilities which do not detract from the amenities of spaces.'</i>	The Proposed Scheme aligns with the policy objective as additional landscaping and outdoor amenities will be provided to improve the local urban realm. Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
10	Green Infrastructure, Open Space & Recreation - Trees	GI30	<i>'To encourage and promote tree planting in the planning and development of urban spaces, streets, roads and infrastructure projects.'</i>	During the Construction Phase it is not possible to mitigate for the impact of the removal of mature trees to facilitate works. The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme. Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
19.5.1	Green Infrastructure	GI04	<i>'To improve pedestrian and cycle access routes to strategic level amenities while ensuring that ecosystem functions and existing amenity uses are not compromised and existing biodiversity and heritage is protected and enhanced.'</i>	The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Furthermore, the Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
10.5.7	Trees	GIO25	<i>'To protect trees in accordance with existing Tree Preservation Orders (TPOs) and, subject to resources, explore the allocation of additional TPOs for important/ special trees within the city based on their contribution to amenity or the environment'</i>	There are no Tree Protection Orders or preservation objectives along the Proposed Scheme. Refer to Chapter 4 Proposed Scheme Description for further details.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
10.5.7	Green Infrastructure, Open Space & Recreation – Trees	GIO28	<i>'To identify opportunities for new tree planting to ensure continued regeneration of tree cover across the city, taking account of the context within which, a tree is to be planted and planting appropriate tree species for the location.'</i>	<p>The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme.</p> <p>Refer to Chapter 4 Proposed Scheme Description and Chapter 17 Landscape (Townscape) and Visual for further details .</p>
11.1.5	Built Heritage and Culture – Built Heritage	CHC1	<i>'To seek the preservation of the built heritage of the city that makes a positive contribution to the character, appearance and quality of local streetscapes and the sustainable development of the city.'</i>	<p>The Proposed Scheme aligns with the objective as the proposed improvements to the public realm, and the resulting reduction in vehicular traffic will generally have a positive effect on the historic environment and the character of the streetscapes along the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
11.1.5.14	Built Heritage and Culture – Monument Protection	CHC9	<p><i>'To protect and preserve National Monuments. '</i></p> <p><i>'1. To protect archaeological material in situ by ensuring that only minimal impact on archaeological layers is allowed, by way of the re-use of buildings, light buildings, foundation design or the omission of basements in the Zones of Archaeological Interest.</i></p> <p><i>2. That where preservation in situ is not feasible, sites of archaeological interest shall be subject to 'preservation by record' according to best practice in advance of re-development.</i></p> <p><i>3. That sites within Zones of Archaeological Interest will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged.</i></p> <p><i>4. That the National Monuments Service will be consulted in assessing proposals for development which relate to Monuments and Zones of Archaeological Interest.</i></p> <p><i>5. To preserve known burial grounds and disused historic graveyards, where appropriate, to ensure that human remain are re-interred, except where otherwise agreed with the National Museum of Ireland.</i></p> <p><i>6. That in evaluating proposals for development in the vicinity of the surviving sections of the city wall that due recognition be given to their national significance and their special character.</i></p> <p><i>7. To have regard to the Shipwreck inventory maintained by the DAHG. Proposed developments that may have potential to impact on riverine, inter-tidal and sub-tidal environments shall be subject to an underwater archaeological assessment in advance of works.</i></p> <p><i>8. To have regard to DAHG policy documents and guidelines relating to archaeology.'</i></p>	<p>The Proposed Scheme aligns with the objective as all archaeological and cultural heritage issues will be resolved by mitigation during the pre-construction phase or construction phase, in advance of the operational phase, through one or more of the following:</p> <ul style="list-style-type: none"> • Preservation by record (archaeological excavation); • Preservation in situ; • Preservation by design; and • Archaeological monitoring. <p>No archaeological material, structures or deposits were encountered as part of the underwater survey.</p> <p>Refer to Chapter 4 Proposed Scheme Description, Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 Architectural Heritage for further details.</p>

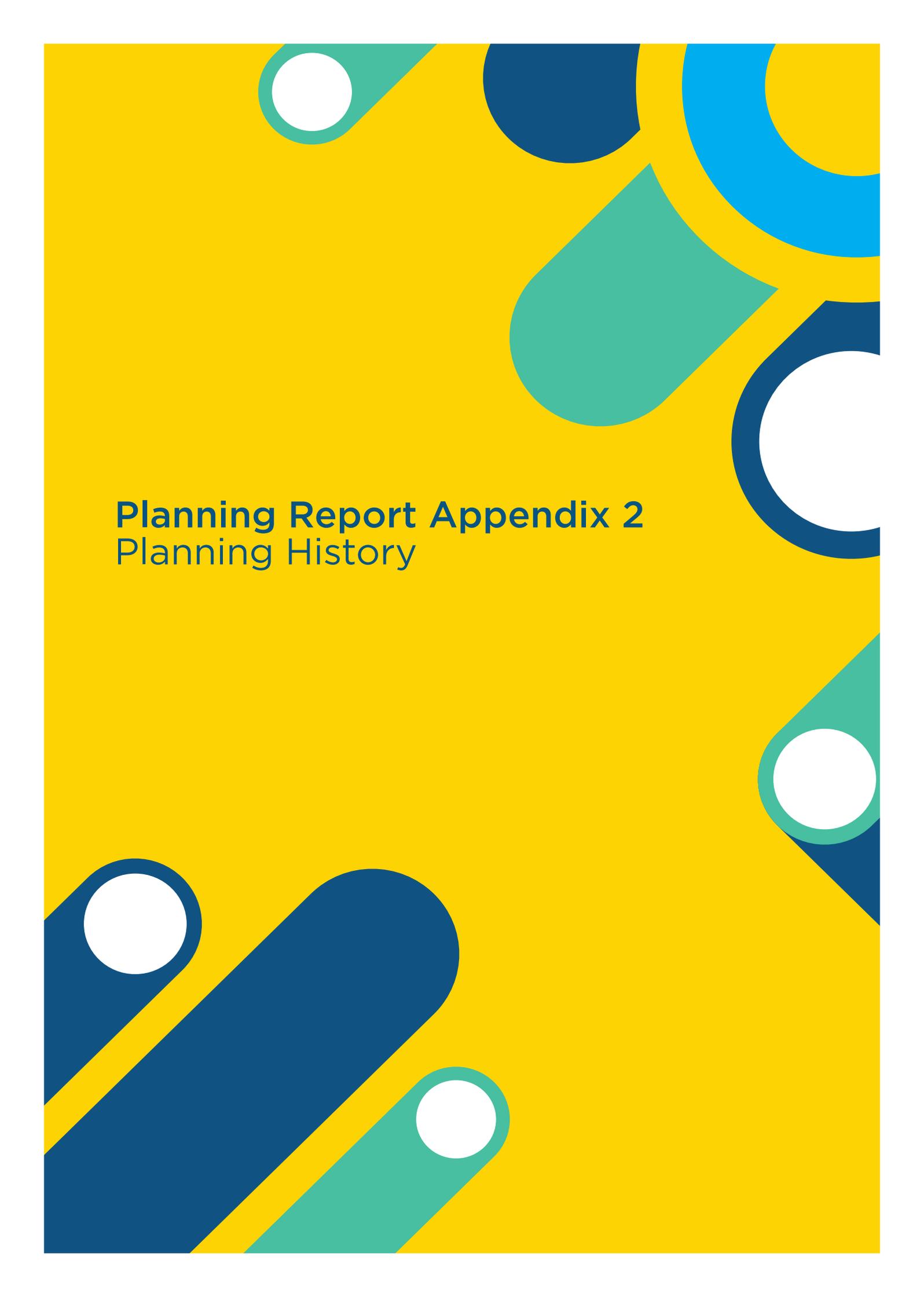
Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
11.1.5.14	Built Heritage and Culture – Monument Protection	CHCO10	<p><i>'It is the objective of Dublin City Council to</i></p> <p><i>1. To implement the archaeological actions of the Dublin City Heritage Plan 2002–2006 in light of the Dublin City Heritage Plan Review 2012.</i></p> <p><i>6. To have regard to the city's industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans (LAPs) and the assessment of planning applications and to publish the DCIHR online. To review the DCIHR in accordance with Ministerial recommendations arising from the national Inventory of Architectural Heritage (NIAH) survey of Dublin City and in accordance with the Strategic Approach set out in Section 11.1.4 of this chapter.</i></p> <p><i>8. To promote archaeological best practice in Dublin city.'</i></p>	<p>The Proposed Scheme aligns with the objective as it has considered the Dublin City Industrial Heritage Record as part of the EIA assessments. The assessment has been carried out according to best practice and guidelines relating to archaeological and architectural heritage assessment, and in the context of similar large-scale infrastructural projects.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
12.5.1	A Good Urban Neighbourhood	SN1	<p><i>'To promote good urban neighbourhoods throughout the city which are well designed, safe and suitable for a variety of age groups and tenures, which are robust, adaptable, well served by local facilities and public transport, and which contribute to the structure and identity of the city, consistent with standards set out in this plan.'</i></p>	<p>The Proposed Scheme aligns with the objective as the primary objective of the Proposed Scheme is the provision of necessary bus, cycle, and walking infrastructure enhancements which will link communities along the scheme.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.9	Movement and Transport	MTO45	<p><i>'To implement best practice in road design as contained in statutory guidance and in the DMURS (the use of which is mandatory) with a focus on place-making and permeability (for example, by avoiding long walls alongside roads) in order to create street layouts that are suited to all users, including pedestrians and cyclists.'</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 Traffic and Transport of the Proposed Scheme has considered DMURS. It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages. <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.5.8	Sustainable Environmental Infrastructure	SIO29:	<p><i>'To take cognisance of the Dublin Agglomeration Environmental Noise Action Plan 2013–2018 during the development and implementation of any policies for the city and before any major planning developments commence within Dublin.'</i></p>	<p>The Proposed Scheme aligns with the objective as the Dublin Agglomeration Environmental Noise Action Plan has been considered.</p> <p>Refer to Chapter 09 (Noise and Vibration) and Chapter 04 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

2.2 Zoning Objectives

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

Table 2.2: DCC Zoning Objectives (DCC 2016)

Zoning Objective	Objective	Summary Descriptive Text
Z1 - Sustainable Residential Neighbourhoods	<i>To protect, provide and improve residential amenities.</i>	<i>The vision for residential development in the city is one where a wide range of accommodation is available within sustainable communities where residents are within easy reach of services, open space and facilities such as shops, education, leisure, community facilities and amenities, on foot and by public transport and where adequate public transport provides good access to employment, the city centre and the key district centres.</i>
Z3 – Neighbourhood Centres	<i>To provide for and improve neighbourhood facilities.</i>	<i>Neighbourhood centres provide an essential and sustainable amenity for residential areas and it is important that they should be maintained and strengthened, where necessary. These are areas that provide local facilities such as small convenience shops, hairdressers, hardware etc. within a residential neighbourhood.</i>
Z4 – District Centres (incorporating Key District Centres)	<i>To provide for and improve mixed-services facilities.</i>	<i>Residential conservation areas have extensive groupings of buildings and associated open spaces with an attractive quality of architectural design and scale. The overall quality of the area in design and layout terms is such that it requires special care in dealing with development proposals which affect structures in such areas, both protected and non-protected. The general objective for such areas is to protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area.</i>
Z5 – City Centre	<i>To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen, and protect its civic design character and dignity</i>	<i>The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development. The strategy is to provide a dynamic mix of uses which interact with each other, help create a sense of community, and which sustain the vitality of the inner city both by day and night.</i>
Z6- Employment / Enterprise	<i>To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.</i>	<i>It is considered that Z6 lands constitute an important land bank for employment use in the city, which is strategically important to protect. The primary objective is to facilitate long-term economic development in the city region. The uses in this zone are likely to generate a considerable amount of traffic by both employees and service traffic. Sites should, therefore, have good vehicular and public transport access.</i>
Z9 – Amenity / Open Space Lands / Green Network	<i>To preserve, provide and improve recreational amenity and open space and green networks</i>	<i>Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use. In certain specific circumstances some limited degree of (residential/retail) development may be permitted on a once-off basis and subject to the primary use of the site being retained for sporting or amenity uses.</i>
Z15 – Institutional and Community	<i>To protect and provide for institutional and community uses.</i>	<i>The present uses on the lands generally include community related development including schools, colleges, residential institutions, and healthcare institutions, such as hospitals. Institutional and community lands display a variety of characteristics ranging from institutions in open grounds to long established complexes of buildings. They often provide ancillary and incidental activities for the local community such as use of part of the site for recreational purposes or the use of rooms for local meetings.</i>
Objective	Summary Descriptive Text	
Conservation Area	<i>Conservation Areas have been designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city...All new development must have regard to the local context and distinctiveness and the contribution to the local scene of buildings, landmarks, views, open spaces and other features of architectural, historic or topographical interest.'</i>	

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

Planning Report Appendix 2

Planning History

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Appendix 2 Planning History

1. Planning History

1.1 Introduction

The following section provides an overview of planning applications for the period 2011-2022. The planning applications listed in Table 2.1 include those that are inside the application boundary and within a 10m buffer of the Proposed Scheme. The information was gathered using the Dublin City Council and South Dublin County Council online planning history search tools and whilst it does provide a good indication of the recent planning history within the application boundary of the Proposed Scheme it cannot be guaranteed that every application has been captured as part of this process.

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

The types of developments that have been identified as part of this process are, in general, relatively minor in nature and include house / office extensions, signage, alterations to access and changes of use. However, there are also larger developments immediately adjacent to the Proposed Scheme comprising mostly of housing redevelopment including a number of Strategic Housing Developments (SHD), mixed use, restaurant use, amendments to Protected Structures and retail uses.

1.1.1 Planning Applications of Note

Along the Proposed Scheme there are six applications of note that are located adjacent.

- An application for a Strategic Housing Development at units 64 and 65 Cherry Wood Industrial Estate and Kennelsfort Road Upper, Palmerstown Dublin 10 (ABP planning reference 312430) decision is currently pending;
- An application for a Strategic Housing Development at Lands at Palmerstown Retail Park, Kennelsfort Road Lower, Palmerstown Dublin 20 (ABP planning reference 307092) was granted in 2020;
- An application for a Strategic Housing Development at De La Salle Lands, Ballyfermot Road Dublin 10 (ABP planning reference 307087) decision is currently pending;
- An application for Strategic Infrastructure Development at St. James Hospital (ABP reference number PA0043) was granted in 2016; and
- An application for a Strategic Housing Development at Heuston South Quarter, St John's Road West / Military Road, Kilmainham, Dublin 8 (ABP planning reference 311591) was granted in 2022.
- An application for New bus interchange facility with associated set down area; street furniture; passenger waiting shelters; signage and lighting; infrastructure and landscaping works at the existing car park, north of the Liffey Valley Shopping Centre, along the ring road (Ascaill na Life) and the main access road from the Fonthill Road (Bóthar na Life); including road infrastructure changes; access improvements; reconfiguration of the car park; general soft and hard landscaping works; inclusion of enhanced bus facilities including the new bus interchange; new pedestrian infrastructure; new cycling infrastructure; bus lay-by facilities and a bus driver welfare facility; all ancillary site services and site development works. (SDCC planning reference SD19A/0320) was granted on appeal in 2020.

2. Planning History

Table 2.1: Extant Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
SD12A/0014/EP (1)	Development consisting of 2 phases (1A and 1B): Phase 1A comprises the construction of (i) a retail anchor of c. 7935sq.m. gross floor area (c. 3500sq.m. convenience net sales area and c.1728sq.m. comparison net sales area) including a licensed alcohol sales area, ancillary offices, staff facilities, bulk store and cage marshalling area at first floor level; (ii) a cafe (235sq.m.) and retail services unit (180sq.m.) on the first floor level; (iii) circulation space to include an atrium at ground and first floor levels; (iv) signage; (v) service yard at first floor level; (vi) 551 car parking spaces to be provided at grade, part under first floor retail; (vii) CHP plant, ESB substation and all ancillary landscaping, site works and services; (viii) road upgrades to the following junctions - (1) St. Lomans Road-Fonthill-Bothar an Life/Shancastle Avenue roundabout junction, (2) Fonthill Road/Coldcut Road junction, (3) Bothar an Life/Ascaill an Life roundabout junctions (west and south), (4) N4/Fonthill Road off-ramp junction. Phase 1B comprises 5 ground floor retail services units (c.1041sq.m. total gross) and an additional 36 car parking spaces at grade (to bring the total to 587 spaces) to be provided on completion of the east-west boulevard all on c.2.39ha site located to the southeast of the Liffey Valley Shopping Centre and north of the B & Q Unit off the Coldcut Road. (An Environmental Impact Statement was submitted with the application).	18/05/2018	12/07/2018	N/A	Granted
SD18A/0430	11 single sided variable message signs at locations surrounding the Shopping Centre with 9 located along the Ring Road around the Centre (Ascaill an Life); 1 located at the Fonthill Road/Coldcut Road roundabout and 1 located on the main access road from the Fonthill Road (Bothar an Life); signs VMS 01, 03, 07 and 11 measure 1750mm x 2150mm; sign VMS 02 measure 1650mm x 2150mm; signs VMS 04 and 08 measure 1500mm x 2150mm; signs VMS 05 and 09 measure 1250mm x 2150mm and signs VMS 06 and 10 measure 900mm x 2150mm.	20/05/2019	14/06/2019	N/A	Granted
SD19A/0286 (2)	(1) Demolition of existing single storey discount food store (with ancillary off-licence use) measuring 1758sq.m gross floor space with a net retail sales area of 1286sq.m; (2) two storey mono-pitch discount food store (with ancillary off-licence use) measuring 2144sq.m gross floor space with a net retail sales area of 1400sq.m; (3) redevelopment/reconfiguration of existing site layout and car parking; (4) provision of free standing and building mounted signage, free standing trolley bay and enclosure, hard and soft landscaping, public lighting, electric vehicle charging points, roof mounted solar panels, roof mounted refrigeration and air conditioning plant and equipment, surface water attenuation, cycle parking, boundary treatments, connections to services and all other associated and ancillary development and works above and below ground level.	11/09/2019	05/11/2019	N/A	Granted
SD16A/0249 (1)	Change of use of the existing 3 storey building from leisure centre to residential and works to the building to provide 27 residential units comprising 24 no. 2 bed units and 3 studios; modifications to elevations incorporating fenestration alterations, new finishes and the provision of the balconies/terraces; an area of landscaped communal open space (c.470sq.m) at ground floor level; 42 surface level car parking spaces; a bicycle store, bin store, new landscaping and boundary treatment and all associated site works.	14/07/2016	07/09/2016	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	Vehicular access to the development will be via the 2 existing entrance/exit points onto Coldcut Road.				
SD18B/0295	Two storey extension to the side of the existing dwelling to accommodate living area, dining room study and an additional bedroom with an en-suite.	18/10/2018	12/11/2018	N/A	Granted
SD18A/0135 (1)	Relocation of existing signage and timber effect aluminium louvres on existing roof to north and east elevations; extension to north elevation collection booth (6.6sq.m) with timber trespass panel cladding/stone finish and new glazing and stall riser to match existing; existing main entrance lobby on the east elevation to be relocated and existing main entrance doors and adjoining glazing to be removed and replaced with new sliding entrance doors and adjoining glazing and stall riser to match existing and all associated site works.	23/04/2018	15/06/2018	N/A	Granted
SD19A/0212	A single storey coffee shop building and associated ancillary accommodation (245sq.m gross floor area) for use as a cafe (for sale of hot and cold food and beverages for consumption on and off premises); external bin store (22sq.m) and signage; associated external seating; hard and soft landscaping; connection to services and all associated site and development works.	03/07/2019	26/08/2019	Yes	Granted on Appeal
SD17A/0446 (1)	Minor amendments at the rear of the shopping centre to include internal alterations to circulation floor area, elevational changes (materials and entrance), repositioning of service yard gates, footpaths, hard and soft landscaping, signage, and all ancillary site development works and site services.	15/12/2017	16/02/2018	N/A	Granted
SD17A/0239	Retention permission of 6 permanent posters and temporary signage including 3 banners, 1 vinyl applied to external glazing. Permission for a new permanent internally illuminated signage and 3 totem signs.	19/07/2017	01/09/2017	N/A	Granted
SD12A/0014 (2)	Development consisting of 2 phases (1A and 1B): Phase 1A comprises the construction of (i) a retail anchor of c. 7935sq.m. gross floor area (c. 3500sq.m. convenience net sales area and c.1728sq.m. comparison net sales area) including a licensed alcohol	26/01/2012	20/03/2012	Yes	Granted on Appeal
SD10A/0349 (1)	A single storey extension with a flat roof and an enclosed external plant area adjoining the proposed extension, finished with materials consistent with the existing store, internal modifications / connections to the existing store and all associated site works located to the eastern side of the Lidl licensed discount food store (1,648sq.m.) on a site of 0.75 hectares. The extension measures 104sq.m. gross floor space increasing the gross floor space of the overall building from 1648sq.m. to 1752sq.m.	22/11/2010	21/01/2011	N/A	Granted
SD14A/0272	Change of use from retail use to retail use with ancillary off-licence.	10/12/2014	12/02/2015	N/A	Granted
SD18A/0107	Amendments to the permitted development granted under SD17A/0446 consisting of the relocation of the permitted entrance to the centre and associated elevational changes (signage and materials), the repositioning of service yard gates, footpath extension, erection of a fence (2 metres in height), hard and soft landscaping and all ancillary site development works, and site development works and site services.	03/04/2018	28/05/2018	N/A	Granted
SD15A/0159 (1)	Relocation of the staff car park approved in association with a previous proposal (Ref No. SD12A/0226) for six restaurants, a retail unit and alteration to the cinema. A temporary staff car park with 204 parking spaces was approved to the rear of the main atrium and permission is now sought to develop the temporary staff car park (204 spaces) to the rear and west of the shopping centre instead.	11/06/2015	05/08/2015	N/A	Granted
SD17A/0372	Change of use of a previously permitted vacant crèche over two levels to 1 three bedroom residential duplex	17/10/2017	07/12/2017	Yes	Granted on Appeal

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	unit with external ground floor terrace, first floor balcony, minor elevational alterations and all ancillary site development works.				
SD09A/0418 (2)	Alterations to previously approved single storey family restaurant with drive-thru lane, food collection point car parking & delivery set down, hard and soft landscaping and all associated site works. Alterations include reduction of floor to 365sq.m. provision of 12 no. car parking spaces and alterations to site layout, advertising & directional signage & hard and soft landscaping. Alterations also include revised ground floor plan and elevations. Significant Further Information: revised plans - the development comprises single storey family restaurant, gross floor area 358.5sq.m., with drive-through lane, food collection point, car parking and delivery set down, hard and soft landscaping, signage and all associated site works.	01/03/2010	22/03/2010	N/A	Granted
SD12A/0226 (1)	Six restaurants in a new three storey building of 3,444sq.m. where five restaurants and an office were approved previously (Ref. Ref. SD10A/0034). Internal amendments are proposed to the existing Vue cinema, to cease using three cinemas and the existing foyer totaling 1,502sq.m., create a new entrance foyer of 189sq.m. and to construct an extension externally of 827sq.m. for cinema use. The area vacated by the cinema together with a northern extension to complement the Western End development will be developed as a three storey retail unit of 6,640sq.m. gross, including staff facilities, storage etc.; there will be a new western entrance to the shopping centre including a relocated ATM, and a retail kiosk. Permission is sought for the location and extent of signage for the proposed developments; a new communal landscaped Civic Space of 3,300sq.m. will be developed in front of the new development and will include external seating for the restaurants; there will be revised and improved circulation access in this area. Permission is sought for a temporary 'Events and Activities Area' in the western car park area proposed for a future Transport Hub. Permission is sought for a new temporary surface car park for 204 cars, located to the rear of the existing centre, to replace parking spaces removed to provide the development. Permission is also sought for a new service yard, loading facilities and all site works and landscaping associated with the development. The total area of new build will be 10,900sq.m.	04/04/2013	01/05/2013	N/A	Granted
SD18A/0285 (2)	Retention Permission is sought for alterations to the development permitted under SD16A/0249 and Permission is sought for further alterations to the existing development to provide 37 no. residential units with terraces/balconies (25 no. 2 bed units and 12 no. 3 bed units) over 5 floors. Permission is also sought for modifications to permitted bicycle and bin stores at ground floor level and alterations to communal open space permitted under SD16A/0249. Vehicular access from Coldcut Road, car parking provision (42 no. spaces), landscaping and site services remain as permitted under SD16A/0249.	08/08/2018	02/10/2018	N/A	Granted
SD15A/0090 (2)	Construction of a two storey and single storey extension to the rear of Unit 30/31. The extension has an additional 161sq.m of retail space at ground floor level at rear of existing unit and a new staircase to a new switch room of 48sq.m at first floor level. The upper floor retail is reduced from 155sq.m to 136sq.m. The total retail floor area increases from 539sq.m to 681sq.m The development requires the existing ESB substation at rear to be taken down and replaced in the service yard at rear of the new expanded unit.	13/04/2015	04/06/2015	N/A	Granted
SD10A/0267	Removing existing signage and erecting 11 signs with lighting, on the front south elevation, 1 no. 3.71sq.m.	09/09/2010	01/11/2010	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	panel sign, 2 no. 0.85sq.m. light boxes, 1 no. 3.1 sq.m. light box, 2 no. 0.87sq.m. panel signs, 1 no. 1.03sq.m. panel signs, 1 no. 6.43sq.m. panel signs. On the east elevation, 1 no. 5.35sq.m. panel sign. On the west elevation, 1 no. 5.91sq.m. letters logo. All totaling 28.1sq.m.				
SD15A/0077 (2)	Amend signage approved in association with a previous proposal (Reg. Ref. SD12A/0226) for six restaurants, a retail unit and alteration to cinema. The VUE sign approved on the new northern elevation, 6.3m by 2.5m, is to be increased to 7.285 by 3.0m and a new IMAX sign, 4.1m by 0.8m, erected below it; a second IMAX sign of the same dimensions is to be erected on the western elevation below the existing VUE sign. The signs will have individual letters with LED lighting.	02/04/2015	25/05/2015	N/A	Granted
SD20A/0117 (3)	Retention planning permission is sought for 7 additional apartment units to that permitted under Reg. Refs SD18A/0285 and SD16A/0269 to now provide for 44 units (3 studios, 1 one bed unit, 35 two bed units and 5 three bed units) in lieu of the permitted 37 apartment units with associated internal alterations to accommodate same within the existing 4-5 storey building, known as Larkfield House. Planning permission is sought for elevation treatments to include balconies/terraces, revisions to the permitted layout (SD18A/0285 and SD16A/0269) to now provide for 49 car parking spaces to be accessed from Coldcut Road, 18 bicycle spaces, landscaping including communal public open space, 1 playground, 1 ESB substation, boundary treatments and all associated site and engineering works necessary to facilitate the development.	19/05/2020	20/07/2020	N/A	Granted
SD21A/0254 (2)	Retention permission for the continuation of the temporary staff car park for a period of 5 years consisting of 204 spaces (previously authorised under Planning Application Reg. Ref. No. SD15A/0159) and a shop mobility structure (c. 34sq.m). Permission is also sought for a period of 5 years for a new barrier at the entrance to the temporary car park: and all ancillary site services, drainage and site development works.	10/09/2021	04/11/2021	N/A	Granted
SD20A/0089	Mixed leisure, entertainment and retail extension to the existing Liffey Valley Centre organised around a large public plaza and pedestrian friendly east-west street with parapet levels varying between c.15m and c.18m above street level; the scheme provides for: (a) a two storey commercial extension (c.46,783sq.m gross) with plant areas at roof level to the existing Centre providing for mixed leisure and entertainment units (c. 9,247sq.m gross), food/beverage units (c.4,052sq.m gross), retail units (c. 21,051sq.m gross) and all ancillary space and circulation areas (c.12,433sq.m gross); the main retail area will be anchored by two stores (comprising a total of c.10,090sq.m gross) located on either side of the public plaza; (b) a central public plaza fronting onto the east-west street covered with a large glass canopy in the form of a curved grid shell structure, this structure will be the tallest part of the proposal at a height of c. 20m above street level, the food/beverage units are located around the plaza at both ground and first floor levels; (c) car parking over two levels (c.900 spaces including 45 universal access spaces and c.200 long stay cycle spaces with an area of c.27,917sq.m gross) located north-east of the extension area c. 290 short stay cycle spaces, 27 short stay car parking spaces and car/taxi set down areas on the east-west street; c.100 long stay cycles spaces provided within the existing car park to the adjacent to the Westend development (Vue Cinema and restaurants); approximately 2,085sq.m of existing gross floor space is to be removed/demolished over ground and first floor to facilitate the extension; the proposal includes all associated service yards, plant and equipment, photovoltaic panels, electricity	12/02/2021	08/04/2021	Yes	Granted on Appeal

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	substations, all utility connections and works, street lighting, signage, landscaping and boundary treatments; the proposal includes the construction of new toucan crossing points for cyclists on Ascaill an Life (Ring Road around the Centre) at the western end of the east-west street to provide safe connection to the existing cycle network. An Environmental Impact Assessment Report (EIAR) is submitted.				
SD21A/0100 (3)	Construction of a revised two storey mono-pitched Discount Food store (with ancillary off-licence use), with an increased total gross floor space of 2,415sq.m and an increased net retail sales area of 1,650sq.m (2,144sq.m and 1,400sq.m respectively permitted under SD19A/0286); Associated reconfiguration of site layout and all other associated and ancillary modifications to SD19A/0286 above and below ground level, including modifications to pedestrian access and a new electricity substation and switch room building.	23/04/2021	17/06/2021		Granted
SD21A/0291 (2)	Amendments to the permitted development previously granted under SDCC Ref. SD19A/0320 and An Bord Pleanála Ref. 306251-19; including the erection of 2 bus shelters on Fonthill Road each comprising of a bus stop sign, real time passenger Information (RTPI) unit and a two-sided internally illuminated advertising panel (c. 1.9sq.m each side); road alterations on Fonthill Road comprising of the amendment of staggered to straight Toucan crossings, the addition of a new straight Toucan crossing, the replacement of bus lay-by areas with bus islands, and the removal of a left slip lane; all associated site services and site development works.	26/10/2021	20/12/2021	N/A	Granted
2342/15	Permission is sought by Waterlily Montessori & Childcare for Continuation of use for Childcare use of previously granted permission Reg Ref: 2328/12.	09/03/2015	01/05/2015	N/A	Granted
2453/15 (1)	Permission for development of a site of c.0.31ha. at Nos. 30 & 32-36 Thomas Street and 10 Hanbury Lane, Dublin 8. The site is bounded generally to the north by Thomas Street, to the west by St. Catherine's Lane West, to the east by No. 37 Thomas Street, to the south by an existing office building on the corner of Hanbury Lane and St. Catherine's Lane West and the Hanbury Court Apartments on the corner of Hanbury Lane and Swan Alley. The development comprises a 247 unit (296 student bedspaces) Student Accommodation Facility with ancillary facilities, together with retail uses at the ground floor of the existing Thomas Street properties. The overall proposal includes the conservation and refurbishment of Nos. 30 & 32-36 Thomas Street along with the change of use of these buildings to accommodate the development now being proposed, along with the construction of new buildings that range in height from 3-6 storeys over ground which are set back behind the existing Thomas Street buildings via a newly formed private pedestrian street. The overall development comprises approx. 8625sqm in floor area (existing and new building combined). The main entrance to the student accommodation complex is proposed via No. 32 Thomas Street providing a ground floor reception area and leisure/recreation space with student accommodation on the 1st-3rd floors above Nos. 30, 33, 34-35 and 36 Thomas Street will provide 4 no. ground floor retail units (c. 28 sqm, 54 sqm, 108 sqm, 80 sqm respectively) with student accommodation from 1st floor to 3rd/4th floor above. There is also ancillary student accommodation to the rear of No. 30 at ground floor level. Nos. 30 & 32-36 Thomas Street are being conserved and refurbished as part of this proposal. An additional fourth floor in Nos. 34-35 Thomas Street is being accommodated in the roof space following works to repair/replace the roof. There is a new building proposed set back from the rear of the existing Nos. 30, 32-36 Thomas Street buildings which will house the majority of the student	24/03/2015	15/02/2016	Yes	Granted on Appeal

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	accommodation at lower ground, ground floor and upper floors, with communal living/dining accommodation and associated facilities (c. 6740 sqm GFA in total). The development proposed is being accommodated in a building that ranges in height as follows; 6 storeys over lower ground at rear of existing Thomas Street buildings, 5 storeys plus roof terrace along St. Catherines Lane West, 5 storeys plus roof terrace over lower ground floor along eastern site boundary, stepping down to 4 storeys plus roof terrace; the proposal also includes 1 no. 3 storey townhouse (c. 213 sqm) on Hanbury Lane which will accommodate 8 no. student accommodation bedspaces; all associated site development and landscape works, including the demolition of structures at the rear of the site (approx 2195 sqm), provision of courtyards and roof terraces, a bicycle parking facility and 2 no. controlled pedestrian / cycle entrances are also proposed on St. Catherines Lane West and 1 no. controlled pedestrian / cycle entrance on Hanbury Lane, 1 no. ESB substation plus switchroom. All of a site of c.0.31ha.				
2531/15 (1)	Change of use from commercial use to café/restaurant and the construction of 1 no. new lobby enclosure at existing entrance, 1 no. new single storey lobby structure, 1 no. air intake grille & 1 no. extract duct to rear elevation.	02/04/2015	26/05/2015	N/A	Granted
2534/15	Works to consist of refurbishment, alterations, and additions to Sarsfield House Day Care Centre, Sarsfield Road, Ballyfermot, Dublin 10 for the Sons of Divine Providence: 1. Provision of a new lift to service additional/relocated Day Care facilities and new 3 bedroom apartment (105sq/m) at first floor level in lieu of existing unoccupied bedroom accommodation. 2. Provision of new enlarged open to front south elevation to include canopy to create new entrance. 3. Provision of new 1 bedroom apartment (56.5sq/m) at ground floor level in lieu of relocated Day Care facilities to include a bay-window extension (9.5sq/m) to east elevation. 4. Relocation of existing external fire escape stair at the rear north elevation. 5. Reconfiguring existing and forming new window/door opens to all elevations including courtyard. 6 Provision of new aluminium double glazed doors/windows throughout and associated site works.	02/04/2015	26/05/2015	N/A	Granted
2824/15 (1)	PROTECTED STRUCTURE: The development will consist of the construction of 49 SqM free-standing children's' liturgy room within the interior of the church.	22/05/2015	16/07/2015	N/A	Granted
2879/15 (1)	PROTECTED STRUCTURE: Permission for development at 98-109 Thomas Street and within the curtilage of the National College of Art and Design (Protected Structures RPS Ref: 8175 and RPS Ref. 8176), which is bounded by Oliver Bond Street to the north, and John's Lane West, and John Street to the east, and is within an Architectural Conservation Area. The development consists of the following signage facing Thomas Street: Replacement of existing signage above entrance doorway at corner with John's Lane West (1930mm x 405mm); 2 no. Main Entrance Plaques at either sides of the main entrance archway (970mm x 310mm and 610mm x 310mm); Replacement of 'NCAD' signage on Pilaster at Harry Clarke House (old Fire Station) entrance with new stainless steel lettering (660m x 1310mm) and making good stone facade; 7 no. window signs (1970mm x 620mm) at ground floor in Administration building (frosted vinyl with text removed); Blue door signage (while letters on blue door background) at 109 Thomas Street. Within the College grounds, 8 no. freestanding 'NCAD Past & Present' route marker stands (250mm x 300mm wide base, 1000mm tall, with 275mm x 250mm top at 45degrees) are proposed.	28/05/2015	21/07/2015	N/A	Granted

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2990/15 (1)	<p>Planning permission for development at the Experimental Brewery building which is part of the existing Guinness Brewery lands to the south of James's Street, Dublin 8. The subject site is bound by James's Street to the north, existing brewery areas to the south and east, and St. James's Church / Echlin Street to the west. The existing Experimental Brewery building has an area of approximately 2,800 sq.m over 5 floors (over lower ground floor). The proposed development will consist of the change of use of approximately 225 sq.m of the existing Experimental Brewery facility at upper ground floor level from a tasting area to a public bar area and associated ancillary facilities including associated internal and external modifications. The internal modifications include the upgrade and refurbishment of the existing tasting area / toilet facilities and internal minor works. There will be no increase in floor area as a result of this development. The proposed associated modifications include:</p> <ol style="list-style-type: none"> 1. The installation of new external disabled lift at the northern facade of the Experimental Brewery building. 2. The conversion of an existing guard hut into a covered smoking area (approximately 10sq.m) to the east of the existing entrance gate and 3 no. bicycle parking spaces to the west of the existing entrance gate on James's Street. 3. The provision of a sign (approximately 0.9m X 0.6m) on the existing timber entrance gate on James's Street. 4. Provision of a new pedestrian entrance within the existing entrance gate on James's Street. <p>All of the above and associated site development works are proposed on a site of approximately 575 sq.m/0.0575 hectares within the overall established Guinness Brewery lands at St. James's Gate, James's Street and Victoria Quay Dublin 8. The application relates to the development which is for the purpose of an activity not required to be within the scope of Diageo's existing integrated Prevention Pollution Control Licence (IPPC) for the site. The Guinness Brewery Lands contains several protected structures, none of these are affected by this application.</p>	12/06/2015	06/08/2015	N/A	Granted
3239/15	<p>Permission for development for the: Extension of the house by providing of a 12.4sqm first floor extension on the boundary with No 10 Inchicore Terrace North and the provision of a 36sqm garage shed to the rear of the site. The works include the general refurbishment of the house, the extension of the rear ground floor by 14.1sqm and the provision of a small greenhouse.</p>	16/07/2015	07/09/2015	N/A	Granted
3332/15	<p>PROTECTED STRUCTURE: Change the use of ground floor unit (gross area 141 sq.m.) of an existing 4 storey building. The building is a protected structure and is located in an architectural conservation area. The proposed works include :</p> <ol style="list-style-type: none"> (i) a change of use from retail to Pizza take-away and Home Brewers Centre, (ii) fit out to accommodate the proposed use, (iii) insulated chimney to the rear of the premises from proposed wood burning pizza oven. 	29/07/2015	27/11/2015	N/A	Granted
3409/15	<p>RETENTION: to retain the amalgamation of three retail units into one retail unit with associated internal material alterations of removal of subdividing walls and to retain front facade fascia signage.</p>	12/08/2015	06/10/2015	N/A	Granted
3575/15 (1)	<p>Altering previously granted planning permission (4300/08) for a 5 storey over basement structure to a 4 storey over ground structure consisting of 4 no. apartments including two 2- bed apartments and two 3-bed apartments. It also provides balconies to the west side. The development's primary entrance to the front,</p>	09/09/2015	14/01/2016	N/A	Granted

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	Thomas St. (north) will be utilised to access the new apartments, all with ancillary and associated works.				
3598/15	The development will consist of the conversion of the existing ground floor creche and external play area into two three bedroom apartments with private open space and associated site works.	11/09/2015	05/11/2015	N/A	Granted
3676/15	The development will consist of: (i) change of use to a mixed-use facility comprising retail (coffee shop and florist) and community / cultural / funeral services (Class 2) (ii) part demolition (71sq.m); (iii) construction of a single-storey flat roofed rear infill extension (296sq.m) with 6no. roof lights; (iv) internal and external alterations, including refurbishment of front facade, comprising a featured main entrance centered on the front elevation, own-door entrance to coffee shop, cut stone and timber shop front to coffee shop and florist; (v) fascia level signage boards to front and rear elevations; (vi) widening of 2no. existing vehicular entrances; (vii) provision of 22no. on-site car parking spaces (including 4no. disabled accessible spaces); (viii) hard and soft landscaping; (ix) SUDS drainage and all associated site works.	22/09/2015	22/03/2016	Yes	Granted on Appeal
3690/15 (1)	PROTECTED STRUCTURE: Planning permission for development of a Visitor Centre, associated with the adjoining previously permitted micro distillery, at a site of approximately 0.0484 ha, at Nos. 121-125 James's Street, Dublin 8, Eircodes D08 Et27; D08 T284; and D08 R2C3. (No. 125 James's Street includes a rear yard formerly known as Lamb's Court.) The application site includes a part of the graveyard and graveyard boundary wall associated with the former St James's (Church of Ireland) Church, Nos. 121-122 James's Street, which is a Protected Structure (DCC Ref. 4053). (No works are proposed to the former St James's (Church of Ireland) Church through this application.) The remainder of the site (Nos. 123-125 James's Street) comprise two storey buildings (which are not protected structures). The development will consist of: the amendment of the previously permitted development (Dublin City Council Reg. Ref. 3213/14) including the demolition of the existing two storey buildings at Nos. 123/125 James Street (291 sq m). (No. 123-124 includes a first floor residential apartment (57 sq m) which was previously permitted to be used as a Visitor Centre. No. 125 includes a first floor residential apartment (88 sq m). The development will also consist of: the construction of a three storey Visitor Centre including reception, exhibition space, ancillary visitor and staff facilities, ancillary offices (575 sq m) and roof plant. The development will also consist of: all hard and soft landscaping, boundary treatments, green roofs; changes to levels; signage; piped services; and all associated development above and below ground.	24/09/2015	18/11/2015	N/A	Granted
3847/15	Planning permission is sought for modifications to the front facade to include change of location of front door, the construction of a two storey & single storey extension to the rear, with associated site works.	20/10/2015	14/12/2015	N/A	Granted
3982/15	The development will consist of extending the existing health centre at first floor above the existing pharmacy by changing the use of the existing storage area of 84.5 sq.m above the bookmakers to health centre / clinic. The provision of 2 no. bicycle parking spaces in addition to the existing 3 no. designated car parking spaces.	09/11/2015	12/01/2016	N/A	Granted
4046/15 (1)	The development comprises change of use from storage area at 4th floor attic level to a two-bedroomed apartment with dormer window to the north and with mezzanine gallery living area and associated roof terrace. The area of the 4th floor remains at 101.9	18/11/2015	21/01/2016	Yes	Granted on Appeal
4081/15	The proposed development shall provide for the change of use from vacant retail to restaurant at ground	23/11/2015	26/01/2016	N/A	Granted

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	and first floor level. The overall proposal (c.320sq m) shall comprise kitchen and server areas; customer seating; bin store; ancillary areas and modifications to the external elevations to provide for the general upgrade of the unit including awnings and a new entrance.				
4106/15	PROTECTED STRUCTURE: Permission for the following works at 130 Thomas Street, Dublin 8, a Protected Structure and Recorded Monument (ref: DU018-389), the development will consist of: - new replacement ground floor shop front (front elevation) to existing three storey over basement building. - proposed 'single' retail unit at ground floor level (currently vacant, previously used as 2 retail units) with ancillary basement storage. - reinstated section of basement stair flight (to historic staircase). - replacement of basement concrete floor slab with breathable floor build-up, works to include slight lowering of ground level to rear staircase area. - adjustment to historic 'horizontal' shiplap boards and 'studwork' on ground floor and construction of new fire rated partition to corridor. - proposed 2no. 1 bedroom apartments (currently vacant, previously used as 1 residential unit) on first and second floors with ancillary basement storage. - conservation works to historic timber beams and joists on ground and first floors. Works to include restoration and repair works to existing building fabric and associated site works.	26/11/2015	15/06/2016	N/A	Granted
4179/15 (1)	The proposed development comprises a part 2, part 4 and part 6-storey building over lower ground floor level to provide 14 no. residential dwellings (comprising 12 x 3 bedroom, double stacked duplex residential units and 2 x 3 bedroom houses (with integrated car parking provision)) and c. 1,971 sq.m (GFA) of office accommodation. An ancillary roof terrace is proposed at first floor level to the rear (east) of the proposed office block and is enclosed by high level obscured glass balustrading. Ancillary roof terraces/balconies with glass balustrading are proposed at third floor level to the western elevation of the building serving the 6 no. duplex residential units at second and third floor level. Car parking in connection with the duplex units and the office accommodation are provided at lower ground level (22 No. car parking spaces) together with associated and ancillary bicycle and refuse storage areas. Vehicular access to the lower ground level is proposed at the northern end of the site off Brookfield Road. Communal landscaped open space and private gardens are provided to the rear of the proposed building at podium and ground floor levels.	09/12/2015	08/07/2016	Yes	Granted on Appeal
4232/15 (1)	PROTECTED STRUCTURE: The development will consist of the amendment of the previously permitted development (Dublin City Council Reg. Ref. 3213/14) comprising of glass artistry to 3 no. proposed windows at the south transept, chancel and western gallery and the installation of a free-standing glazed screen to the north transept of the proposed micro distillery at the former St. James's Church, a protected structure (DCC Ref 4053) on an overall site with an area of 0.1046 ha.	16/12/2015	18/02/2016	N/A	Granted
2203/16	The development will consist of change of use of the first, second and third floor from derelict offices to residential with a total of three dual-aspect one bedroom apartments of between 51 and 58.5 sq.m in area accessed from James's Street. The proposal includes two balconies at rear of first floor and second floor of 8 sq.m each and 1.8 m screening on east side and a setback private terrace at the front south at third floor of 11 sq.m. Replacement of existing rotten pitched roof with new steel roof structure and profile including set back standing seam zinc warm roof to front with French doors and maintenance of current roof profile and finish to rear to provide for architect designed	08/02/2016	01/04/2016	N/A	Granted

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	apartments within the existing building. Removal of existing shopfront and construction of new painted timber shopfront with separate apartment access door and internal security shutter to commercial space. Demolition of derelict single storey timber rear return to form bike storage and bin storage yard and sundry minor works.				
2211/16	The development will consist of 3 no. internally lit external fascia panel signs to existing elevations to replace existing signage.	10/02/2016	04/04/2016	N/A	Granted
2223/16	The proposal comprises: (i) Change of use of an existing building (former child psychology unit) to medical centre (154 sq.m with 3 no. consulting rooms) and pharmacy (69 sq.m); (ii) Internal and external alterations to the building including refurbishment of the front/ southern facade to provide two separate shop fronts with new windows, doors and stall risers; (iii) fascia level signage boards to front/ south elevation; (iv) provision of 7 no. on-site car parking spaces with vehicular access to be provided from existing access points on Ballyfermot Road (entry only) and Drumfinn Road (alterations to vehicular entrances, internal circulation and car parking to be delivered in conjunction with development proposed under a concurrent planning application Reg. Ref. 3676/15; (v) hard and soft landscaping SuDS drainage and all associated site works.	11/02/2016	06/04/2016	Yes	Granted on Appeal
2354/16	RETENTION: Clúid Housing intend to apply for permission for development, retention and refurbishment of an existing five storey apartment block and change of use of ground floor unit. The development will comprise: - the refurbishment of the ground and upper floor apartments as previously granted (DCC Reg.Ref.:0329/00), - the reconfiguration of the constructed 15 no. apartments (10 no. 1 bed & 5 no. 2 bed) to form 12 no. apartments (10 no. 2 bed & 2 no. 1 bed), - the provision of an internal ground floor bicycle store and a waste bin store with an associated external access door onto Echlin Street, - a new stairwell extension to serve the fourth floor apartments, - a new smoke shaft at roof level and the proposed installation of replacement cladding for existing timber cladding on the James's Street/ Echlin Street upper floor corner elevations and all other ancillary works. The ground floor unit currently sub-divided into 2 no. shop units will be consolidate into 1 no. unit as previously granted (DCC Reg. Ref.: 0329/00) and a change of use from the approved retail use to commercial uses including retail and/ or office use, for visiting members of the public is proposed to allow more flexible use of the unit. It is proposed to retain the projecting balconies serving the apartments and the omission of a basement bin and bicycle store.	25/02/2016	20/04/2016	N/A	Granted
2395/16 (1)	Construction of new replacement ground floor shop fronts to the existing florist and funeral home, 2 no. new windows to the existing first floor residential unit over the existing funeral home and necessary associated ancillary works	01/03/2016	21/04/2016	N/A	Granted
2765/16	PROTECTED STRUCTURES: The development will consist of; Restoration works to the existing windows at first, second & third floor levels, and works to the existing roof including removal of slates, addition of roof membrane, repair / replacement of lead work and reinstatement of existing slates. Also, to include the addition of a new galvanized platform to accommodate air handling plant (located to the rear of the building). The development will be carried out within the curtilage	27/04/2016	30/08/2016	N/A	Granted

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	of protected structures (reference 2057, and reference 2058) and within an "Architectural Conservation Area".				
2934/16 (1)	Permission sought for the amalgamation of existing pharmacy (No. 205c) with adjoining retail unit (No. 207), new internal layout and external signage to both. New shop front to No. 207 in keeping with existing shopfront detail of No. 205c and all associated works at this site.	23/05/2016	12/07/2016	N/A	Granted
WEB1241/16	Permission is sought for a single storey building with pitched roof at the rear of 42 Emmet Road, Kilmainham, Dublin 8. The building will consist of a storage (3.5 sq.m) and home office (9.0 sq.m), to include 1 roof light and all associated site development works.	15/06/2016	09/08/2016	N/A	Granted
3220/16 (2)	Hattington Student Housing Ltd intends to apply for Permission for development at Nos. 30 & 32-36 Thomas Street and 10 Hanbury Lane, Dublin 8. The overall site of 0.31 Ha is bounded generally to the north by Thomas Street, to the west by St. Catherine's Lane West, to the east by No. 37 Thomas Street, to the south by an existing office building on the corner of Hanbury lane and St. Catherine's Lane West and the Hanbury Court Apartments on the corner of Hanbury Lane and Swam Alley. The development comprises:- Modifications to accommodation at Lower Ground floor level to accommodate an additional 13 no. student accommodation bed spaces at Lower Ground floor, including an extension southwards to Block C; An additional 6 no. student accommodation bed spaces are provided within an extension to Block C at Ground and First Floor levels over lower ground floor, including an external fire escape; Overall, an increase of 19 no. student accommodation bed spaces are proposed; An increase in the overall gross floor area within the scheme from 7,692 sqm (permitted) to 7,775 sqm (proposed); Associated adjustments to the landscaping in the external courtyard spaces. These proposed changes amend the Student Accommodation facility permitted under Register Ref. 2453/15. The already permitted scheme provides 244 student bed spaces with ancillary facilities, together with the conservation and refurbishment of Nos. 30 & 32-36 Thomas Street. The overall scheme, if permitted, will comprise 263 student accommodation bed spaces.	28/06/2016	22/08/2016	Yes	Granted on Appeal
3195/16	PROTECTED STRUCTURE: The development will consist of: i) Facade of No. 2-6 Thomas Street West (protected structure) : the removal of 1 no. sign (approx. 1,000mm W x 1,300mm) and its replacement with proposed 1 no. new double-sided directional sign.	24/06/2016	12/08/2016	N/A	Granted
3246/16	Tom Kavanagh as Receiver over Certain Assets of Gala Leisure (In Receivership) intend to apply for planning permission for change of use of a former bingo hall known as the Gala bingo hall into a retail store. The proposed works will consist of modifications to existing elevations, including replacing the existing signage with new signage, removal of existing signage to the side elevations, new delivery access at the rear of site (Blackditch Road), modifications to internal layout to convert to a retail store with all associated works internally & externally.	01/07/2016	26/10/2016	Yes	Granted on Appeal
3275/16	PROTECTED STRUCTURE: (The subject site contains two Protected Structures: granite piers and the Guinness Building on Victoria Quay known as Victoria Quay House). The subject site is bound by Victoria Quay to the north and Watling Street to the east, and existing brewery areas to the south and west (St. Johns Road West & Steeven's Lane). The development will consist of: 7 no. (non-illuminated) wayfinding signs (540mm W x 540mm H) for Guinness Storehouse to be attached to existing Diageo boundary walls and structures.	05/07/2016	26/08/2016	N/A	Granted

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3430/16	Planning permission for the construction of a new 4-storey building (over covered yard at basement level) comprising; A) A commercial/retail unit at ground floor. B) Residential entrance off Emmet Road accessing 3 no. 2/bedroomed apartments at first, second and third floor respectively with a balcony (for planter maintenance /access only) at each level overlooking the Camac river. C) A walkway for public use along the river at ground floor and basement level. D) A covered refuse and bicycle storage yard with gated access to the rear access lane and E) A private terrace/roof garden for each of the residential units at roof level accessed via a raised stairwell at roof level. All at vacant/derelict site at 203 Emmet Road, Inchicore, Dublin 8.	28/07/2016	06/01/2017	N/A	Granted
3484/16	PROTECTED STRUCTURE: The development consists of a change of use at first floor level from use as a tailor's workshop and storage to residential use comprising a 1 no. bedroom apartment together with modification of the existing 2 no. bedroom apartment also at first floor level. Works include internal alterations comprising new stud partitions, new door openings within existing partitions, fire protection measures and services upgrade throughout the building.	05/08/2016	16/03/2017	N/A	Granted
3499/16 (12)	RETENTION: Planning permission for retention of an external dividing timber & concrete protective screen located between Newland Chinese's & Thai Takeaway and Union 8 restaurant.	09/08/2016	30/09/2016	N/A	Granted
3635/16 (1)	Planning permission sought for the construction of a 3 storey building to the street front, as extension with pedestrian link into the existing building to 205 Emmet Road, consisting of retail/ restaurant at Ground Level (Area: 140.6 m ²) with two storeys of residential above (2 No. one-bed & 2 No. two-bed apartments): including balconies to the south elevation, fronting Emmet Road. The proposal also includes for the construction of a four storey apartment development to the rear of 205A Emmet Road, consisting of: 1 No. one-bed, 9 No. two-bed and 2 No. three-bed apartments: & 1 No. three bed duplex which include balconies to the North, West & South elevations with setback terraces at third floor level, with 14 No. car parking spaces, covered bike storage areas, refuse store, vehicular access road from Emmet Road, entrance gates & amendment to on-street loading bay layout, extension of existing boardwalk for pedestrian access & associated landscaping & site works.	02/09/2016	30/11/2016	N/A	Granted
3882/16	Permission is sought for: 1) Extension (circa 6 sq.m) and modification to existing beauty treatment salon to front/ side with new entrance door. 2) New Signage Zone for existing beauty treatment salon, to front and side elevation. 3) New front porch area to dwelling. 4) New first floor extension to rear over existing ground floor extension. 5) New first floor extension to side over existing ground floor extension. 6) Conversion of existing attic area to study/ Music room. 7) New rear attic dormer extension to attic conversion, with associated internal modifications to existing dwelling, and associated site works.	07/10/2016	01/12/2016	N/A	Granted
3957/16 (2)	PROTECTED STRUCTURE: Planning permission for the erection of a single storey 136sqm Portacabin for educational purposes, with associated minor landscaping and drainage works, located within the	20/10/2016	09/12/2016	N/A	Granted

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	main square of the NCAD Campus, 100 Thomas Street, Dublin 8.				
4029/16	Planning permission is sought at 205B Emmet Road, Inchicore, Dublin 8 by Brendan O'Mahony for the change of use of the existing ground floor from bookmakers office to cafe/ retail use with new shop front, and external seating to the rear, and the remodeling of existing first floor level two bed apartment, with new access door to new enclosed private open space terrace on existing roof at 1st floor level, with associated site works.	28/10/2016	19/12/2016	N/A	Granted
4085/16 (1)	Planning permission is sought for 3 years for a temporary café/ retail unit on a section of derelict land. The development will consist of two converted shipping containers, single storey in height. The development will involve the removal of a section of the current hoarding to allow access to the café, on Thomas Street.	08/11/2016	11/01/2017	N/A	Granted
4447/16	The proposed development includes: - 1. The demolition of the Tivoli Theatre and all structures in the existing surface car park and buildings excluding the existing eight-bay building facades (Nos.140-143) on Francis Street; 2. The construction of a courtyarded, mixed use development including:- A 298 unit aparthotel 5-storeys in height onto Francis Street (4-storeys plus set-back) and 6-storeys in the courtyards (5-storeys plus setback) with associated facilities including reception/foyer and operational areas and retail/ non-retail services outlets accessed from/ fronting to Francis Street and ground floor restaurant, gymnasium and bicycle hire shop, bicycle parking, electricity sub-station, hard and soft landscaping located in the main courtyard; 3. Access archway to pedestrian/cyclist priority street (restricted to emergency and service vehicle traffic) from Francis Street to internal courtyards; 4. All ancillary street-level fascia signage boards, boundary treatments, site development works and services.	22/12/2016	17/05/2017	Yes	Granted on Appeal
4450/16	PROTECTED STRUCTURE: Permission for works and change of use. The proposed development includes the following: 1. The demolition of the existing ground floor rear single storey extensions & removal of alterations / modifications within the upper levels of the building; 2. The construction of new replacement ground floor single storey extension areas to the rear of the property on the same footprint as the area proposed to be demolished; 3. The change of use of all existing & proposed ground floor areas and existing basement from shop use to restaurant. 4. Refurbishment of ground floor entrance area, first floor, second floor & third floor to change the use from multiple residential units to a single apartment; 5: All ancillary street-level fascia signage boards, boundary treatments, site development works and services.	22/12/2016	24/02/2017	N/A	Granted
2111/17	The development proposes the provision of an additional floor of 323 sq. m (with flat roof and new zinc parapet capping) above the existing 3rd floor (which increases overall height from 18,000m to 19.050m); removal of existing plant room at roof level and relocation of plant to basement; replacement of the front facade (including changes to window and door layout); net increase in floor area at ground floor level of circa 4 sq. m (as a result of the realignment of previously recessed shop front entrances); reduction of 2 No. car parking spaces (from 8 to 6) and provision of 18 No. bicycle parking spaces; internal modifications throughout (including replacement of existing lift, removal of existing internal partitions & ceilings and	25/01/2017	21/03/2017	N/A	Granted

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	upgrade to toilet and core areas); elevational modifications to rear and side facades (including enclosure of new fire escape); replacement of the existing substandard escape staircase on rear facade with enclosed unit incorporating elevated external plant / equipment gantry at ground floor level to rear; change of use for ground floor from office / medical to office / retail / café and associated site works and services.				
2507/17	PROTECTED STRUCTURE permission for development at this site, Cleary's Public House, No. 53 Sarsfield Road, Inchicore, Dublin 8. a Protected Structure. The development will consist of the demolition of an existing one storey side entrance porch (2.3 sqm) on the west gable of the public house the demolition of a non-original 2.1m high blockwork wall, the removal of a low level wall with railings and general refurbishment works to the exterior of the protected structure. No internal works are proposed. The development was previously granted permission under reg ref 6544/07.	20/03/2017	12/05/2017	N/A	Granted
2504/17 (1)	Permission for change of use (from former Guinness Power House to Distillery including Visitor experience) of the Guinness Power House Building James's Street, Dublin 8 at lower ground, upper ground and 1st floor levels of the existing building. The proposed development includes a cladded extension at 1st floor level (concealed to James's Street by existing brick parapet) the proposed cladded enclosure is 8.06m in height above external ground level (21.37M O.D.) and shall accommodate staff facilities and provide a double height space for tall vessels (to be located below at upper ground level), new visitor entrance (upper ground level) and 3 no. new windows at 1st floor level to east facing facade, minor alterations to south and west facing facades including 1 no. new doorway (south facade), 1 no. new doorway (west facade), removal of existing steel flue from roof level, external bollard lights and up-lighting to existing facades, new vehicle set-down area fronting James's Street, hard and soft landscaping, 2 no. disabled parking spaces and associated site works including drainage works, demolition of existing sheds in delivery service yard to north of building and the installation of 2 no. external vessels (approximately 4 metres in height). The proposed visitor Experience shall be composed of the following elements: reception / ticketing, exhibition area, guided tour over process (distillery area), tasting bar retail area and support facilities all to be located at upper ground and first floor levels - the total internal area of the proposed development is approximately 3, 133m ² . The proposed development is located within a site which has an approved IE (Industrial Emissions) Licence (Ref No. P0301 - 04).	16/03/2017	10/05/2017	N/A	Granted
2816/17 (2)	PROTECTED STRUCTURE: Construction of glass partitions to form children's' liturgy room of 73 sq.m within the interior of the church.	02/05/2017	08/12/2017	N/A	Granted
2950/17 (1)	The proposed development comprises site clearance and levelling works, including the demolition of all existing building(s) on site and the construction of a new Aparthotel building that ranges in height between 3 and 7-storeys above two lower ground levels (along the southern part of site) to provide a total Gross Floor Area (GFA) of 6,346.8 sq.m, including ancillary staff and guest facilities, plant, storage and waste/ refuse storage areas and a minimum of 15 no. bicycle parking spaces. An ESB sub-station is proposed at ground floor level at the south-eastern corner of the proposed building. Guest/ pedestrian access is provided along the southern frontage onto James Street leading into the reception area with ancillary Café at ground floor. A combination of hard and soft landscaping measures are proposed along all elevations to enhance areas of	18/05/2017	04/10/2017	Yes	Granted on Appeal

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	public realm and ancillary amenity spaces. The proposed building includes for the provision of sustainable drainage measures together with the provision of green roofs.				
3179/17	The development will consist of the proposed construction of a two-storey detached 3 bedroomed dwelling with single storey extension to front and rear. The application includes demolition of existing single storey extension to side of existing dwelling and construction of new single storey extension to rear of existing dwelling on site. Existing boundary walls + vehicular entrance to be adapted to create two separate entrances for existing and new dwellings. Application includes all necessary site works and boundary walls.	16/06/2017	10/08/2017	Yes	Granted on Appeal
3188/17	Demolition of existing buildings on site construction of a 26 no. unit apartment development in two blocks over basement car park, with 26 no. car parking spaces and 26 no. bicycle parking spaces, as follows : Block A facing onto Old Kilmainham being 5 storeys with the uppermost storey set back, with projecting and recessed balconies, containing 17 no. Apartments - 3 no. x 1 bed units, 12 no. x 2 bed units, and 2 no. x 3 bed units; Block B situated across an internal landscaped courtyard and overlooking the river Camac, being 4 storeys with the uppermost storey set back , with recessed balconies, containing 9 no. apartments - 1 no. x 1 bed unit, 5 no. x 2 bed units and 3 no. x 3 bed units; vehicular access to ramp at location of existing site entrance; associated landscaping and site works.	16/06/2017	25/01/2018	Yes	Granted on Appeal
3609/17 (1)	PROTECTED STRUCTURE: The development will consist of a three-storey health care building of c1,093m ² including a screened, partially enclosed plant room of 34 m ² at roof level and an external fire escape on the northern elevation, which will accommodate consultation suites, group therapy suites, administration and ancillary accommodation. The overall height of the building to the top of the plant room at roof level is 13.5 meters. The development will include the diversion of existing on-site services, piped infrastructure and ducting, site landscaping and boundary treatments internal roads and pathways, bicycle parking, signage, changes in level and all associated site development and excavation works above and below ground.	09/08/2017	03/10/2017	N/A	Granted
3627/17	The works will consist of the removal/demolition of existing site hoarding facing Thomas Street and erection of powder coated mild steel railings and supporting concrete base plinth with stone coping.	11/08/2017	03/01/2018	N/A	Granted
3679/17	RETENTION & PERMISSION: Permission and retention permission for development at this site 339 Ballyfermot Road, Ballyfermot, Dublin 10. Also known as The Far East Restaurant. The development will consist of the proposed change of use of existing first floor function room of restaurant & take away to a proposed nail bar and beauty salon. The proposed nail bar and beauty salon will be accessed via separate entrance door and stairs at ground level. Retention permission is also sought for a flat roof extension to existing first floor extension which has not been completed. The proposed nail bar and beauty salon use will replace the function room space and the new flat roof extension to rear of existing two storey extension at rear of restaurant. Development to include new external signage consisting of new totem sign and shop sign between windows at first floor. All associated internal works also included.	18/08/2017	12/10/2017	N/A	Granted
3695/17 (2)	PROTECTED STRUCTURE RETENTION: for development to amend a previously permitted 3 storey visitors centre (the 'parent permission' Dublin City Council Reg. Ref. 3213/14;and ' amendment	22/08/2017	07/08/2018	N/A	Granted

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	<p>permission' Dublin City Council Reg. Ref. 3690/15) associated with the previously permitted micro distillery development, at a site of 0.0484 ha (comprising the site of the amendment permission and part of the ' parent permission' site, and includes part of the boundary wall to the graveyard) at Nos. 123-125 James's Street , Dublin 8 (Eircodes D08 T284 and D08 R2C3) and part of Nos. 121-122 James's Street Dublin 8 (Eircode D08 ET27). Nos. 121-122 James's Street includes the former St James's (Church of Ireland) Church, which including the boundary walls to graveyard, front entrance gates, railings and gate-piers, is a Protected Structure (Ref. 4053). The development (to be retained) consists of modifications to the : internal layouts; floor plans (including the set back of the north-eastern corner of the building at first floor, second floor levels); elevational treatments; surface water attenuation measures; 2 No. pedestrian gates and associated railings and hard and soft landscaping. The development (to be retained) also consists of modifications to the building height, including the reduction in height of the east side of the building (c. 0.315m), increase of general parapet level (c.0.285m), and increase in height of the northern side of the building (c. 2.61m) to accommodate alterations to the enclosed roof access structure and the construction of an enclosed plant room at roof level (29.4 sqm). The development (to be retained) also consists of the provision of; the capping of stone graveyard boundary wall (a Protected Structure), CCTV, external lighting and signage .</p>				
3696/17 (2)	<p>PROTECTED STRUCTURE RETENTION: Amend previously permitted micro distillery development (the ' parent permission' Dublin City Council Ref. Ref. 3213/14; and ' amendment permission ' Dublin City Council Ref. Ref 4232/15) at this site (comprising part of the previous application sites and extending into additional lands(not previously forming part of the ' parent permission' or ' amendment permission') to the north and east of the former St James's (Church of Ireland) Church (at Nos. 121-122 James's Street Dublin 8 (Eircodes D08 ET27). nos. 121-122 James's Street includes the former St. James's (Church of Ireland) Church, which including the boundary walls to graveyard, front entrance gates, railings and gate-piers, is a Protected Structure (Ref. 4053). The development (to be retained) consists of; the application of fire protection measures to the church doors and to the exterior of church windows adjoining the rear plant room and barrel filling areas; modification to permitted floor materials and floor levels; modifications to service opes to Church walls; modifications to the design of the previously permitted hard and soft landscaping, including the construction of steps and associated handrail; alterations to the front entrance gate and railings; additional external lighting CCTV ; the construction of a ESB substation / gas skid structure (4 sq m) adjoining the western gable wall of No. 120 James's Street ; and the construction of two burial crypts (10 sq m) . The development (to be retained) also consists of alterations to the previously permitted external plant enclosures including: the provision of hardwood screens in lieu of galvanised steel screens; the relocation of the cooler enclosure (to the rear of No. 118 James's Street) and its increase in area from 15sq m to 22 sq m); the increase in area of the barrel filling enclosure (from 11sq m to 12sq m); the increase in area of the rear plant enclosure (from 58 sq m across two levels, to 78sqm across three levels), and the increase in depth below ground.</p>	22/08/2017	13/10/2017	N/A	Granted
3750/17 (1)	<p>Permission for development at a site of c. 0.017ha at Nos. 117-120 James's Street, Dublin 8 (Eircodes D08</p>	30/08/2017	23/10/2017	N/A	Granted

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	K6CH, D08 W959, D08 Y2C5 AND D08 KX53). The development will consist of: demolition of a cantilevered structure (1 sq m) to the rear of No. 117; demolition of a single storey structure (32 sq m) to the rear of Nos. 118-120 and the construction of its replacement (32 sq m) (with provision of pedestrian access to the adjoining site Nos. 121-122 James's Street, Dublin 8 (which includes the former St. James's Church, a Protected Structure)); construction of alterations to the internal arrangements of the four buildings (including the lateral amalgamation at each level, the removal of some internal walls and stairs); alterations to floor levels; alterations to opens to the rear of the buildings (including reopening of blocked opens at Nos. 117 and 118; insertion of new opens at Nos. 119 and 120; and insertion of a Velux-style rooflight at 118); refurbishment of and alterations to the existing shopfront at No. 120 and construction of new shopfront at Nos. 118-119; and the provision of all site development works above and below ground. The development will also consist of the change of use: at ground floor of Nos. 118-120 (from vacant units most recently in use as retail (No.120), restaurant uses (No.119) and hairdresser (No.118)) to cafe/tea room (c.90sq m) and circulation (c.7sq m); and at 1st and 2nd floors of Nos. 117-120 (from floor space formerly in residential use (No. 117(c. 91sq m)) and vacant office/storage/bedsit use (Nos.118-120, (c 117 sq m)) to ancillary office (c. 178 sq m) and ancillary storage uses (c. 43 sq m)) (associated with the adjoining micro distillery at Nos.121-122 James's Street). The existing public house use at ground and basement levels at No. 117 (c. 112 sq m) will remain unaltered.				
3760/17 (2)	PROTECTED STRUCTURE: Development on a site located within St. Patrick's University Hospital campus, James's Street, Dublin 8 (overall site area of c. 4.2 ha, which includes a Protected Structure; Dublin City Council RPS Ref. 856). The development will consist of the provision of additional hospital floorspace comprising a part-two storey over basement in-patient bedroom extension (102 No. bedrooms) with associated staff, clinical support and daily living spaces (5,963 sq.m approximately) linked to the existing historic structures at ground and first floor levels, including secure internal landscaped courtyards and garden, all to the southern and western side of the hospital campus. The development will also include the demolition of an existing single storey clinical services building (568 sq.m); the provision of a single storey ESB substation with associated service rooms adjoining the western boundary and a new single storey energy centre (103 sq.m) adjoining the south-western boundary. The development will also consist of the provision of a new vehicular and pedestrian entrance from Bow Lane West requiring the removal of a section of the existing site boundary wall to the south-western corner of the campus. The development will include piped infrastructure (including diversions) and ducting, landscaping and boundary treatments, internal roads and pathways, bicycle parking, alterations to car parking layout, changes in level, plant, interfaces with existing historic structures and all associated site development and excavation works above and below ground.	31/08/2017	24/10/2017	N/A	Granted
3804/17	Demolition of existing sub-standard extension to side of existing house and for erection of a single storey porch extension to front of existing house. Also, for erection of new attached two-storey house inside garden with revised entrances to front and for all associated site and drainage works.	07/09/2017	14/02/2018	N/A	Granted

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WEB1477/17	The development will consist of: • Demolition of existing rear boundary wall and entrance gateway to Woodfield Avenue • Proposed new part single storey, part two storey extension to the rear including roof terrace, new rear boundary wall and entrance gates to Woodfield Avenue • 3no. Rooflights on rear roof • and all associated site and landscaping works.	05/09/2017	27/10/2017	N/A	Granted
3936/17 (2)	Change of use of ground floor/ basement unit from hair dressing academy to café/restaurant.	27/09/2017	20/11/2017	N/A	Granted
3963/17	Construct a domestic garage in rear garden, which will replace existing wooden shed, with all facilitating and associated site works.	02/10/2017	24/11/2017	N/A	Granted
WEB1533/17	The development will consist of: •The construction of a part single storey part two storey extension to the rear of existing dwelling •3 no. Velux rooflights to rear •All associated internal and external alterations, site, drainage and landscaping works.	17/10/2017	11/12/2017	N/A	Granted
4177/17	Demolition of existing single storey extension to the side and the construction of a new single storey extension to the side.	02/11/2017	03/01/2018	N/A	Granted
4199/17 (2)	The development will consist of the change of use of existing ground floor vacant retail unit to restaurant for consumption of hot food on and off the premises. Alterations to internal layout to provide seating, kitchen and toilets. Modifications to elevations comprise replacement of existing shopfront including signage, alteration of existing projecting signage and replacement of ground floor windows and doors to front elevation and new fan extract flue to rear elevation. The development includes replacement of flat roof to rear and sundry other minor works.	06/11/2017	09/01/2018	Yes	Granted on Appeal
4271/17	The development will consist of demolition of basement floor, internal walls, reduction in floor level to gain head height to allow for yoga studio, addition of roof lights overhead. On ground floor permission for Cafe Shop - "S & L Cafe" with new shop front with minor alterations to structural walls internally and glazing to rear with roof light overhead to allow for proposed new layout. Minor alterations to existing apartment over head with new glazing and roof light to rear. Existing foul water sewer and surface water connection to be preserved and all ancillary site works.	14/11/2017	24/05/2018	N/A	Granted
4269/17	Change of use of the existing ground floor from retail to café/ gallery, with internal layout amendments, ventilation ducting brought to roof-level in the internal south (rear) elevation with associated site works.	14/11/2017	27/02/2018	N/A	Granted
4293/17	Permission for the refurbishment and redevelopment at No. 88 Thomas Street. The planning permission proposal includes; the retention of the existing principal building addressing Thomas Street (Total area of building to be retained 273 sq. m. including a 39 sq. m. existing basement cellar) and the demolition of the rear existing commercial, warehouse building including ancillary rooms located at ground, first & second floor levels (total area to be demolished 707 sq.m) & construction of a new office building (total office building area 1690 sq.m) located on John Street. The proposed new office building to the rear of no. 88 will comprise of three storeys of office accommodation over ground floor office, with a setback fourth floor, and externally screened plant area at roof level. The office building will also include off street parking for 4 no. cars & 12 no. bicycles, bin store, communications room & office building signage (3 no. external signs, total area 3.8 sq.m approx) which includes suspended signage from the existing retained lifting beam. The proposed works to the retained building include; the provision of a new classically proportioned timber	16/11/2017	03/08/2018	N/A	Granted

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	shop front & fascia level external signage to the existing retail unit (2 no. signs total area 3.56 sq.m approx), repair and reinstatement of the windows to the upper floors and the refurbishment / reinstatement of the principal stairs and hall & retention of the original existing entrance door & pilasters to the existing 3 no. apartments located above the retail unit at 1st, 2nd & 3rd floor levels together with minor repair works to facades.				
4507/17	PROTECTED STRUCTURE: The development will consist of the insertion of a new floor within the existing Synod Hall and related structural works and sundry other works. The Synod Hall is a Protected Structure, ref. 1516 which includes a Recorded Monument SMR No. DU018-020081. The new floor will accommodate office and teaching spaces ancillary to the use of the building for exhibitions. The existing Synod Lodge will continue as ancillary staff facilities.	13/12/2017	15/02/2018	N/A	Granted
4564/17 (1)	The development will consist of the refurbishment and extension of the 1st floor (241 sqm), currently vacant, to 3 one bed apartments & 1 two bed apartment. With minor front and rear elevational changes at 1st floor, and access from Emmet Road via existing entrances.	19/12/2017	21/02/2018	N/A	Granted
4616/17 (3)	Permission for development at a site (c.0.31ha), at Nos. 30 & 32-36 Thomas Street and 10 Hanbury Lane, Dublin 8, bounded generally to the north by Thomas Street, to the west by St. Catherine's Lane West, to the east by No. 37 Thomas Street, to the south by an existing office building on the corner of Hanbury Lane and St. Catherine's Lane West and the Hanbury Court Apartments on the corner of Hanbury Lane and Swan Alley. Proposed development comprises the proposed use of the permitted student accommodation (257 no. student bedspaces and ancillary facilities: DCC Reg Ref 2453/15, as amended by 3220/16 (ABP Ref PL29S.247275), refers) also as tourist or visitor accommodation during academic holiday periods only, consistent with the definition of 'Student Accommodation' in the Planning and Development (Housing) and Residential Tenancies Act, 2016. The principal permitted use as student accommodation during academic term time, and the external and internal built form of the permitted scheme, will remain unchanged.	21/12/2017	23/02/2018	Yes	Granted on Appeal
4628/17 (2)	RETENTION & PERMISSION: The development will consist of (a) The construction of a proposed new 2 bedroom apartment with 2 no. roof skylights located on the second floor above the existing ground floor funeral home and existing first floor apartment (b) A proposed new rear window located at room 1.05 to the rear of the existing first floor apartment (c) Retention of the existing entrance and stairway servicing the existing apartments and proposed new apartment (d) all necessary ancillary works.	22/12/2017	29/03/2018	N/A	Granted
2034/18	PROTECTED STRUCTURE: Permission is sought for the front facade. The works will consist of conservation and remedial repair works to the front (south) facade of the existing protected structure, which comprises three-storey multi use development. The proposed works include (i) Reinstatement of the integrity of existing sandstone lintels above second floor windows (ii) General repair/replacement of friable brick facings and pointing repairs where required throughout the facade including the parapet (iii) Decorative stone panel consolidation and repairs (iv) Repointing of projecting cornice, cill and parapet stones (v) Erection of external scaffolding and hoarding for the duration of the works and (vi) all associated site works necessary to facilitate the development.	09/01/2018	05/03/2018	N/A	Granted
2375/18 (1)	Demolition of an existing shed against the boundary wall and small lean to porch to the rear.	23/02/2018	17/04/2018	N/A	Granted

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	Proposed alterations and new window and door opens to the rear. External wall insulation and new flat roof finishes to the rear. 3 no. new rooflights to the rear. New raised terrace to the rear and all associated site, drainage and landscaping works.				
2412/18	RETENTION: Retention Permission to retain change of use from medical surgery to dwelling unit also retention permission sought to retain first floor extension to rear of property to include the raising of the roof ridge by 250mm and the inclusion of a dormer window on the rear elevation.	05/03/2018	26/04/2018	N/A	Granted
2452/18	Permission for development at 32 Thomas Street, Dublin 8. No. 32 Thomas Street forms part of a larger complex known as Highlight Student Living, consisting of Nos. 30, 32 to 36 Thomas Street, Dublin 8, which is bounded generally to the north by Thomas Street, to the west by St. Catherine's Lane West, to the east by No. 37 Thomas Street, to the south by an existing office building on the corner of Hanbury Lane and St. Catherine's Lane West and the Hanbury Court Apartments on the corner of Hanbury Lane and Swan Alley. The planning application for development consists of the erection of new signage and aluminium shopfront to the front of No. 32 Thomas Street, in accordance with condition No. 16 of the Grant of Planning Reg Ref: 2453/15. The proposed development comprises: New aluminium shopfront with illuminated lightbox 5.75m x 0.5m x 0.15m; Lightbox to be located above the shopfront of No. 32 Thomas Street, between ground floor & first floor level.	08/03/2018	01/05/2018	N/A	Granted
WEB1164/18	Planning permission for demolition, to the rear of a mid-terrace dwelling, of a single storey rear extension (c.15m ²) and for the construction of a flat roof domestic single storey rear extension (c.26 m ²) with associated works.	04/04/2018	24/05/2018	N/A	Granted
2629/18	Change of use and internal modifications from a non-trading funeral parlour to language school comprising three classrooms and ancillary support facilities at ground floor level of a three storey over basement level building. Change of use comprising; change of use from a non-trading funeral parlour to a language school comprising a total floor area of 152 sqm including all associated support facilities. All associated site development works on a site of 0.0325ha, including drainage connections to existing local authority system.	29/03/2018	22/05/2018	N/A	Granted
2740/18	The development will consist of the proposed construction of single storey shed with pitched roof to rear garden of existing dwelling. The shed structure will be detached and located to bottom of the rear garden of the dwelling. Shed will house personal gym / training studio and tool store ancillary use to two storey terraced dwelling. All associated site work included in this application.	13/04/2018	06/06/2018	N/A	Granted
2940/18 (2)	Permission for amendments and minor additions to previously approved scheme (Planning Register Reference 2504/17) for change of use from power station to distillery and visitor experience as a result of design development. The amendments and additions include following: 1. Enlargement of existing window opening in south facing facade to form new entrance to visitor experience (relocation from east elevation as per previously approved scheme). 2. Internal alterations to previously approved internal layouts at lower ground, upper ground and first floor levels. 3. Addition of proposed support kitchen (18m ²) at upper ground floor level to provide offering to previously approved bar function. 4.Modifications and change in configuration of	04/05/2018	14/08/2018	N/A	Granted

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	<p>previously approved proposed first floor extension to the west elevation. 5. Addition of external fire escape staircase to west elevation serving 1st floor accommodation to external upper ground floor level. 6. Addition of proposed new security fencing including turnstiles. 7. Removal of 2no. existing disused flues and roof mounted plant (visible from James's Street). 8. Replacement of existing "Guinness" sign to south facade with proposed backlit "Roe & Co." sign and proposed backlit "Distilling Company" sign above proposed entrance to visitor experience (south facade. 9. Proposed external lighting (uplighters and downlighters) to south facade. 10. Modification of previously approved changes to existing facade to east, including the omission of one previously approved visitor entrance doorway and the omission of one previously approved new window to former boiler house, enlargement of existing external doorway to stairwell and change from opaque to clear glass to existing window to stairwell. 11. Minor changes to external landscaping and drainage layouts. 12. Addition of proposed external plant (fin fans) at first floor level to west elevation. 13. Addition of external fire escape and access staircase to north elevation serving upper ground floor level to external lower ground floor level (service yard), new roller shutter (in existing opening) external chiller unit and grain conveying system also to be installed in existing service yard to north. Reconfiguration of 2 no. previously approved external vessels addition of a third external vessel. 14. Addition of mechanical vents through existing flat roof structures, proposed AC condenser and associated ladders, demountable balustrading, stainless steel barrier rails, ships ladders, and steps for safe access for maintenance purposes only to lower roof levels, extract and intake louvers to the east and west elevations. The proposed development is located within a site which has an approved IE (Industrial Emissions) Licence (Ref No. P0301-04).</p>				
2998/18 (1)	<p>PROTECTED STRUCTURE: The amalgamation and re-organisation of unit number 119-120 Thomas Street, with unit numbers 121-122 and 123-125 Thomas Street, to create two retail units including necessary internal and external works. The proposed development would lead to the creation of a licensed discount food store (with off-licence) with a total gross area of 1,598 sq.m and the relocation of the existing Spar store to a unit at 119-120 Thomas Street with a gross floor area of 197 sq.m and would include a new mezzanine storage space. The Spar unit will also include an off-licence area. The development also includes new shop fronts on Unit 121-122 and 123-125 and the entire proposal includes removal of existing signage and inclusion of new signage. The development includes all associated works. Building 119-120 Thomas Street, Dublin 8 is a Protected Structure.</p>	14/05/2018	08/11/2018	N/A	Granted
3092/18 (2)	<p>The proposed development will consist of the continuation of the previously permitted use (Planning Reg. Ref. 2990/15) of approximately 225 sq/m of the existing Experimental Brewery facility at upper ground floor level as a public bar area. There will be no increase in floor area as a result of this development. All of the above and associated site development works are proposed on a site of approximately 575 sq.m/0.0575 hectares within the overall established Guinness Brewery lands at St. James's Gate, James's Street and Victoria Quay, Dublin 8.</p>	23/05/2018	17/07/2018	N/A	Granted
3102/18 (2)	<p>The development will consist of alterations to previously approved application (Reg. ref. 2375/18). The proposed alterations to the approved development comprise alterations to the west facing window to the dining room.</p>	24/05/2018	16/07/2018	N/A	Granted

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3196/18	Planning Permission for development at the Experimental Brewery building, which is part of the existing Guinness Brewery lands to the south of James's Street, Dublin 8. The subject site is bound by James's Street to the north, existing brewery areas to the south and east, and St. James's Church/Echlin Street to the west. The proposed development will consist of the internal addition of a new kitchen area of approximately 16.64 sq.m in the existing Experimental Brewery facility at upper ground floor level (contained within the existing public bar area) and will include the following: Associated external plant to serve the new kitchen (approximately 20 sq.m in area); the addition of an external plant platform area of approximately 14.8 sq.m and associated drainage including a grease interceptor unit; upgrade of the existing main entrance gate to James's Street including the addition of a new painted branding logo to the main gate; and providing a new wall-hung entrance sign and new timber trellising above the pedestrian gate on the boundary wall fronting James's Street. The proposed development also includes the addition of a new branding logo to be applied to the existing high level roller shutter to the North elevation of the Experimental Brewery building and adjacent high level building identification signage facing James's Street. There will be no increase in floor area as a result of this development. All of the above and associated site development works are proposed on a site of approximately 949 sq.m/0.0949 hectares within the overall established Guinness Brewery lands at St. James's Gate, James's Street and Victoria Quay, Dublin 8. The proposed development is located within a site which has an approved IE (Industrial Emissions) Licence (Ref No. P0301-04). The Guinness Brewery lands contain several protected structures, none of these are affected by this application.	07/06/2018	31/07/2018	N/A	Granted
3474/18 (3)	PERMISSION: The development will consist of the construction of 2 no. proposed new apartments located on the proposed third floor above the existing ground floor Funeral Home and Flower Shop and existing first and second floor apartments. The development includes the construction of (a) A proposed new 2 bedroom apartment (b) A proposed new 1 bedroom apartment (c) All necessary associated ancillary works.	11/07/2018	04/09/2018	N/A	Granted
3558/18	The development will consist of the change of use from existing vacant retail use to use as a deli and coffee shop, permission is also sought for the installation of a new shopfront and signage to cover the existing roller shutter housing.	24/07/2018	13/09/2018	N/A	Granted
3810/18	Planning Permission for development at 33, 34-35 Thomas Street, Dublin 8. The development will consist of the change of use of the existing ground floor units from retail to a restaurant including the sale of food for consumption on and off the premises. The inter works will include: (1) providing an opening in the party wall between No. 33, 34-35 Thomas Street; (2) erection of non-structural partitions to facilitate food preparation area, ancillary facilities, toilets and storage; (3) erection of new counters; (4) connection to an existing extract duct. Planning permission is also sought for erection of new external signage to unit No. 33 and No. 34-35 Thomas Street, erection of shop front lightings and awnings.	28/08/2018	22/10/2018	N/A	Granted
4067/18	Planning Permission for a change of use of the first floor accommodation from commercial to residential accommodation comprising a one bedroom self-contained apartment.	02/10/2018	26/11/2018	N/A	Granted
4132/18	Permission is sought for new shop front signage to 30 Thomas Street, Merchants Quay, Dublin 8. As requested under condition No. 16 of Previously granted	09/10/2018	06/03/2019	N/A	Granted

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	Permission Reg. Ref. 2453/15 for Mr. Wengsheng Wang.				
4173/18	PROTECTED STRUCTURE: Planning permission for clean existing surfaces of smoke damage internally, remove non-original fittings, remove non-original doorset from entrance lobby, Provide new glazed lobby within ground floor room to improve fire safety of upper floor occupants, Replace the existing plasterboard ceiling to ground floor with new fire rated plasterboard ceiling after the replacement of electrical installation, Upgrade fire rating of original panelled timber doors, Remove non-original blocked opening to rear of ground floor and replace with new double-glazed timber screen, Remove non-original timber steps accessing the basement with new timber steps in original location to rear with external timber framed enclosure with slate finish, Provide fire rated glazed lobby screens to first and second floor landings to improve fire safety standard, including partial relocation of door to rear rooms, Fire rate remaining upper floors using 'Rockwool Flexi' fitted between joists after services installation is completed, Provide fire rated curtain to attic space above line of staircase enclosure for fire separation requirements, Clean staining to granite facade (particularly above ground floor windows), Replacement of mechanical and electrical services, Redecorate on completion with breathable paint to external walls. Repair of glazed pavement light to Thomas St. and associated site works at 76 Thomas St, Dublin 8, a protected structure.	16/10/2018	10/12/2018	N/A	Granted
4381/18	Provision of off licence (6sqm) subsidiary to the main Retail use	13/11/2018	15/01/2019	N/A	Granted
4396/18	The proposed development will consist of (1) change of use of existing storage/warehouse space (1,976sq.m) contained within the rear extension of the existing building at first, second and third floor level to office space; (2) change of use of existing office space (328sq.m) at ground floor level fronting Thomas Street to provide a restaurant/cafe (3) internal alterations at ground, first, second and third floor level comprising the removal of existing non-original wall partitions and the installation of new partitions to provide informal meeting booths, offices, perimeter offices, co-working office spaces, breakout spaces, reception areas and staff facilities including WCs; (4) internal alterations at fourth floor level comprising extension of existing staircase by 5sq.m; (5) external alterations comprising (a) removal and replacement of existing double door on front (southern) elevation with new timber entrance door, (b) replacement of existing steel and timber windows with new double glazed UPVC windows, painting and sealing of existing double door, removal of window and replacement with metal door to provide rear access and removal/replacement of existing windows with exit doors leading onto fire staircase on rear (northern) elevation, and (c) removal of existing glazed porch, painting and sealing of existing door, replacement of existing steel and timber windows with new double glazed UPVC windows on side (eastern) elevation; (6) removal of 5 no. existing rooflights and replacement with 6 no. rooflights; and, (7) all ancillary works necessary to facilitate the development.	15/11/2018	25/02/2019	N/A	Granted
WEB1597/18 (2)	RETENTION: Retention at Timothy Croughs Pub, No.1 St. Vincent Street West, Inchicore, Dublin 8. The retention is for an existing balcony at 1st floor level facing Emmet Road. The existing balcony will be used as the required open space for the proposed apartments granted under Planning Ref: 4564/17. Retention is also sought for the balcony as it is integral to the structure of the existing building.	19/11/2018	22/01/2019	N/A	Granted

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WEB1610/18	The replacement of the existing 3-bay, 5.315m long x 1.83m wide x 2.485m high stainless steel and glass bus shelter including 2 no. static 6 sheet illuminated advertising displays with a 3-bay, 5.2m long x 1.848m wide x 2.8m high stainless steel and glass Reliance bus shelter with 1 no. 86 inch double sided digital advertising display along with all associated site works and services.	23/11/2018	25/01/2019	N/A	Granted
WEB1611/18	The replacement of the existing 3-bay, 5.315m long x 1.83m wide x 2.485m high stainless steel and glass bus shelter including 2 no. static 6 sheet illuminated advertising displays with a 3-bay, 5.2m long x 1.848m wide x 2.8m high stainless steel and glass Reliance bus shelter with 1 no. 86 inch double sided digital advertising display along with all associated site works and services.	23/11/2018	25/01/2019	N/A	Granted
4622/18	Permission for development at 128 & 128A, Inchicore Road, Dublin 8, D08 K02W consisting of: a) Change of use from commercial to residential, incorporating the subdivision of the existing two storey commercial building into 2 no. dwelling houses, b) Demolition of all sub-standard ancillary accommodation & structures to the rear, c) Construction of 2 storey domestic extension to the rear of proposed dwelling houses, d) Changes to elevational treatment & front facade, e) Erection of front boundary wall, f) and all ancillary works.	14/12/2018	02/05/2019	N/A	Granted
2022/19 (1)	The development will consist of 1. Demolition of existing derelict two storey property and workshop located to the rear of the existing property 2. Construction of a retail unit (100sq.m) at ground floor level 3. Construction of 3 number two bedroom	07/01/2019	01/03/2019	Yes	Granted on Appeal
2125/19 (2)	Permission for development to amend the previously permitted development (Dublin City Council Reg. Ref. 3750/17) at a site of c. 0.017 ha at Nos. 117-120 James's Street, Dublin 8. The development will consist of: the provision of signage and window manifestations at the front facade of Nos. 118-120 James's Street; the change of use at first floor level of Nos. 117-120 from permitted ancillary office use to gin school (59 sqm) and at part of the second floor level of Nos. 117-120 James's Street from permitted ancillary office use to whiskey school (77 sqm) (associated with the adjoining Pearse Lyons Distillery at Nos. 121-122 James's Street); and the provision of all site development works above and below ground.	25/01/2019	21/03/2019	N/A	Granted
WEB1117/19 (2)	The development consists of refurbishment of existing vacant residential units at first & second floor level to accommodate 3no. apartments comprising 1no. studio apartment, 1no. one bedroom apartment, and 1 no. two-bedroom apartment with existing stair access from street level. Minor alterations to two existing windows of the rear façade at first floor level allowing access to external private amenity space and residential fire escape stair. Provision for external private amenity space at second floor level with individual access from apartments. Renovation and alterations to the existing buildings including all associated site works.	04/03/2019	25/04/2019	N/A	Granted
2365/19	The development will consist of external outside seating, including two tables and four chairs, with new overhead front elevation signage and an outdoor canopy above the shop unit entry area.	26/02/2019	18/04/2019	N/A	Granted
2453/19 (2)	Amendment to Planning Ref. No. 3635/16 for the previous approved 4-storey apartment development in the backlands for the increase in height to six storey building above semi-basement level consisting of: 6 no.	08/03/2019	20/06/2019	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	one-bed, 18 no. two-bed apartments; which include balconies to the north, west & south elevations, additional covered bike storage areas, refuse store, with revised 18 no. car parking spaces off vehicular access road from Emmet Road, with associated landscaping & site works.				
2859/19	PERMISSION & RETENTION: The development will consist of: (a) the retention of alterations to the front and rear elevations, the change of use to a respite care facility at 1st, 2nd and 3rd floor and the associated alterations to the internal layout. (b) permission for the change of use of the ground floor retail unit to ancillary office accommodation serving the respite care facility above to include alterations to the rear elevation and internal layout.	29/04/2019	21/06/2019	N/A	Granted
2881/19 (3)	PROTECTED STRUCTURE: Planning permission for development on this site located within St. Patrick's University Hospital campus, James's Street, Dublin 8 Overall site area of c.4.2 ha, which includes a Protected Structure: Dublin City Council RPS Ref. 856). The development will consist of the provision of additional floor space comprising a part-four storey development to incorporate a ground floor in-patient bedroom extension (13 no. bedrooms) to the existing 'Willow Grove' Adolescent Care Unit with associated recreation hall, staff, clinical support and daily living spaces (956 sq.m). roof mounted plant room (36 sq m) linked to existing structures at ground and first floor level, including secure internal landscaped courtyards. The development will also include an advocacy and research National Hub for Mentally Healthy Living, located over the proposed Adolescent Unit extension (898 sq.m) all to the southeastern corner of the hospital campus. The development will also include the demolition of an existing single storey recreation hall building (466 sq.m); piped infrastructure and ducting, landscaping and boundary treatments, internal roads and pathways, bicycle parking, changes in level, plant, interfaces with existing historic structures and all associated site development and excavation works above and below ground.	01/05/2019	25/06/2019	N/A	Granted
2903/19	The proposed development consists of: (i) removal of an existing faux shopfront to unoccupied site fronting on to Thomas Street; (ii) partial removal of front boundary wall to Thomas Street; (iii) partial demolition of walls associated with previously existing building on site; (iv) construction of single storey ESB substation (37sq.m); (v) construction of new boundary wall, inclusive of vehicular entrance gate to Thomas Street; and (vi) all ancillary works necessary to facilitate the development. Permission is sought for a temporary permission of 5 no. years.	02/05/2019	29/07/2019	N/A	Granted
3081/19	Permission is being sought for development comprising construction of extension to the existing office at the first and second floor of 107.1m ² each, and construction of additional floor (proposed new third floor) with area of 342.9 m ² , with a proposed flat roof (total area of development 557.0m ²). -Elevational treatment to the front including: new glazed curtain walling with aluminium feature fins, over cladding part of the existing front elevation. -Internal alterations within existing warehouse for temporary office accommodation for the duration of construction. -Construction of a temporary escape stair on to Borris Court to the rear of existing warehouse for the duration of construction. And all associated site works. The building is located in a conservation area and Liberties Strategic Development and Regeneration area (SDRA 16).	24/05/2019	18/07/2019	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3209/19 (1)	<p>PROTECTED STRUCTURE: Atlas GP Limited intend to apply for a 10 year permission for development on a site of c. 1.3872 hectares (net area 1.3240 hectares) at Grand Canal Harbour, Grand Canal Place, Dublin 8. The site is bounded by a Protected Structure (stone warehouse) fronting onto Grand Canal Place to the north; by Grand Canal Place to the east; by James's Avenue and vehicular access to Westcourt residences to the west; and by the grounds of a former Dublin City Council halting site accessed off Grand Canal Place to the south. The proposed development will supersede the previously permitted development, Reg. Ref. 3855/09, which provided for the demolition of existing structures on site (total GFA of 9,330sqm); retention, renovation, refurbishment and extension of the protected structure (RPS No. 3275) as part of a mixed-use development in six blocks, over basement. Similarly, the proposed development will consist of a mixed-use development in five blocks, over basement. Block 3/4 shall divide into two blocks at upper levels. The residential component shall be 'Build to Rent' scheme of 550 no. residential units with associated resident support facilities and resident services and amenities. Of the 550 no. residential units, 428 no. will be one bedroom units and 122 no. two bedroom units. Other uses (7,289 sqm) within the proposed development shall be retail, medical, cafes, restaurant, childcare facility and co-working spaces. The proposed development will provide for a water feature to the south of the protected structure to represent the historic use of Grand Canal Harbour. Building height shall range from three storeys to thirteen storeys. Communal terraces, roof gardens shall be provided at roof level on Block 1, Block 2, Block 3/4 and Block 6. Balconies will be provided on all external elevations, save for Block 5 where the protected structure is located. Basement: the basement will be reduced in size from the permitted 8,149sqm to 5,572sqm with water attenuation tank as proposed. The basement will include 50 no. car parking spaces, 737 no. cycle parking spaces, and associated repair areas, plant and services, bin storage, waste compactor and other storage areas for residents' support facilities. Block 1: shall provide for a 696sqm retail unit, a cafe of 144sqm, ESB substation and switchroom, and 84 sqm of residents' support services at ground floor to 126 no. residential units. The block shall be 11 storeys, with maximum parapet height of 57.10mOD. A communal roof garden for residents shall be provided along with an internal atrium feature and a semi open winter garden. Block 2: shall provide for residents' amenities (1,187sqm), childcare facility(224sqm) with dedicated outdoor space of 123sqm, ESB substation and switchroom, and 2 no. lobby entrances to 170 no. residential units. The block shall be 11 storeys with a maximum parapet height of 59.4mOD. At the 8th & 9th floors, the floor area is reduced to provide for communal terraces. A communal roof garden for residents shall be provided above the 11th storey with a semi open winter garden. Block 3/4: shall provide for a restaurant (454sqm), 157sqm of retail/non-retail service, ESB substation and switchroom, and two no. lobbies providing access to 133 residential units at ground floor, 1,707sqm of office space at ground and first floor. At 6th floor, the floorplate reduces to allow 2 smaller footprint blocks to emerge. Block 3 shall continue to 9 storeys while Block 4 shall continue to 13 storeys, with maximum height of 64.08mOD. Communal roof gardens for residents will be accessed from floor 6,9, and above the final storey. A semi open winter garden will be provided on the roof of Block 4. Block 5: works to an existing four-storey warehouse building (c.1396sqm), a protected structure (RPS no. 3275), including the demolition of an existing</p>	07/06/2019	25/11/2019	N/A	Granted

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	<p>single storey structure (c.255sqm) adjoining the building to the west & the removal of 6 no. dormer roof windows, metal bars to first floor window opes on north and south elevations, roller shutter door on north elevation, 1 no. window open on north elevation, all internal stairs & the reinstatement of window opes on north, south and west elevations & the alteration of roof rafters & the refurbishment of external and internal stone/brick work, internal timber floors, internal timber doors and structural steelwork & the refurbishment/ replacement of slate roof finishes, roof vents, eaves rail guardings, rainwater goods, windows & the re-positioning of internal timber hoppers & the addition of 10no. roof dormer windows, 3 no. new window opes on north elevation and 4 no. new window opes on south elevation, 1 no. stair/lift core, 2 no. new entrances on north elevation including the excavation of the entire ground floor, new floor plate to section of second floor level (c.181sqm), new internal partition walls, new door opes to internal stone/brick work walls & the construction of 1 no. new three-storey extension (c.698sqm) adjoining the building to the west. The building will have a total gross floor area of c.2277sqm and will provide 1 no. retail unit (c.154sqm), 1 no. cafe unit (c.215sqm), 1 no. co-working office unit (c.1,376sqm) and 1 no. medical centre (c.532sqm). Block 6: shall provide for the basement access ramp which runs underneath the building, resident support facility (104sqm) use, ESB substation and switchroom, and two lobbies to residential units (111 no.) at ground floor. Medical use (1,630sqm) over ground and first floor, with apartments also to be provided at first floor. Apartments shall be provided for the rest of the building, which is seven storeys in total. A communal roof garden with semi open winter garden shall be provided for residents. The parapet height of Block 6 is 45.40 OD, with a corner at south at 46.075OD. Ancillary works, servicing and plant, pedestrian circulation, landscaping, cycle parking (118 at ground level to give a total of 855 spaces), vehicular set down, waste marshalling area, ventilation opes, and all associated site works. Total gross floor area of proposed redevelopment is 49,710sq.m. An Environmental Impact Assessment Report and Natura Impact Statement will be submitted to the planning authority with the application and we be made available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy at the offices of the Planning Authority.</p>				
3317/19	Planning permission for construction of new bay window and porch to the front of existing dwelling.	21/06/2019	08/08/2019	N/A	Granted
3598/19	PROTECTED STRUCTURE: Planning permission for development of the Administration Building situated on the campus of The National College of Art & Design. The development will consist of the repair and restoration of 85 no. windows throughout the Administration Building, a Protected Structure within a Conservation Area.	25/07/2019	18/09/2019	N/A	Granted
WEB1507/19 (3)	The development consists of an addition to the previously approved planning application reference WEB1117/19. Permission to extend one of the residential units from a one-bedroom apartment to a three-bedroom apartment, by means of a contemporary flat roof extension at second floor / roof level of number 207 Emmet Road, to accommodate an open plan living-kitchen-dining area. Provision for relocated private open space and protective frame-less glazed guarding. Provision for the repair, capping and providing secured ventilation to one number existing redundant chimney. Provision for amendments to approved fire escape route from second floor level. Provision for one additional window opening to the rear elevation at first floor level. Provision for one amended window to door	23/08/2019	16/10/2019	N/A	Granted

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	opening to the rear elevation to the previously approved studio apartment at first floor level. Permission for replacement of existing windows throughout, with new windows to match style of existing. Repair and repainting of existing historic front facade and careful restoration of historic lettering. Renovation and alterations to the existing buildings including all associated site works.				
WEB1510/19	The development will consist of the refurbishment of the existing house at 742 South Circular Road, Kilmainham, Dublin D08 T2DX. The refurbishment works includes replacement of the existing roof, windows and doors, demolition of the existing outbuildings at the rear of the property and the construction of a two storey rear and side extension (approx 118m2)	26/08/2019	17/10/2019	N/A	Granted
4012/19	Permission for development at a site as bounded to the south by, and inclusive of, 112-113 Thomas Street; as bounded to the north by Oliver Bond Street; as bounded to the west by 114 Thomas Street, Millar's Hall and 4 Oliver Bond Street; and as bounded to the east by the campus of the National College of Art and Design. The development will consist of the erection a) a temporary four-storey high hoarding structure (measuring 13.4m wide x 12.3m high overall) to the frontage at 112-113 Thomas Street, incorporating a refurbished existing single-storey shopfront at 113 Thomas Street and a new single-storey shopfront with access doors at 112 Thomas Street, jointly surmounted by a three-storey high patent PVC fabric screen (measuring 13.4m wide x 8.8m high overall) with building elevations printed thereon, all supported by a structural steel frame; and b) a 3m high coated steel mesh security fence and matching gate to the Oliver Bond Street frontage in lieu of the existing security fence and gate at that location.	17/09/2019	07/11/2019	N/A	Granted
4106/19	Permission for development at 71 Thomas Street, Dublin 8, a mixed-use, mid-terrace, 3 storey building with a restaurant at ground floor level and 2 no residential apartments at first and second floor levels. The development will consist of the construction of a new two storey extension at roof level containing 1 no duplex apartment (107sqm) and 2 no new balconies at 4th floor level, one to front (7sqm) and one to rear (5.6sqm), modifications to internal layouts, replacement of existing fenestration and restoration of the façade including repointing of brickworks, all associated ancillary, landscaping and site development works.	30/09/2019	14/02/2020	N/A	Granted
4389/19	The development will consist of the replacement of the existing telephone kiosks with a new Telephone Kiosk with integral communication unit and a 1.53sq.metre digital advertising display. The proposed structure has an overall height 2.43m, a depth of 0.762m and a width 1.096m.	07/11/2019	09/01/2020	N/A	Granted
4383/19	The development will consist of the replacement of the existing telephone kiosks with a new Telephone Kiosk with integral communication unit and a 1.53sq.metre digital advertising display. The proposed structure has an overall height 2.43m, a depth of 0.762m and a width 1.096m.	07/11/2019	09/01/2020	N/A	Granted
4631/19 (2)	RETENTION: Retention permission at Units 119-120; 121-122; and 123-125 Thomas Street, Dublin 8 for: Amendments to the facade, signage and layout of new Spar unit from that granted under PA Ref: 2998/18. These include changes to the LIDL shopfront design: including timber panelling extended and changes to the overall design of the shop front; timber panelling finished in grey (RAL 7024); yellow LED strip light; internally illuminated LIDL sign on fascia; and, internally illuminated projecting LIDL sign. On the Spar Unit the inclusion of Spar signs and window panel aligned to top	05/12/2019	07/02/2020	Yes	Granted

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	of architrave features on columns, and adjustments to the ground floor layout of the Spar store. The development includes all associated works and shutters on the LIDL store. Building 119-120 Thomas Street, Dublin 8 is a Protected Structure.				
4685/19 (2)	Planning permission for the continued use of the current structure as a cafe/retail unit as granted under Registration Ref. No. 4085/16, 3 year temporary permission at 161 Thomas Street, Dublin 8. The development consists of two converted shipping containers, single storey in height.	12/12/2019	11/02/2020	N/A	Granted
4744/19	PROTECTED STRUCTURE: Planning permission is sought for backlit external signage at the ground floor level at 14 Cornmarket, The Liberties, Dublin 8. D08 TN6P which is a protected structure (Dublin City Development Plan Reference:2059).	18/12/2019	20/02/2020	N/A	Granted
4776/19 (3)	The proposed development will consist of the following amendments to the existing building on site; the demolition of single storey structures to the rear, enlargement of window opes to the rear at first, second and third floor level of the existing 4 no. storey building, additional balcony at first floor level, replacement of existing gate fronting Thomas Street with a glazed shopfront entrance including signage, and an additional 1 no. bed apartment at set back fourth floor level. The development will also include an extension to the rear of the existing building to provide a linked six storey over basement aparthotel comprising 22 no. aparthotel units, ancillary spaces including lobby area, reception, bin store, bike store, laundry and staff facilities, piped infrastructure and ducting; green roof areas for drainage attenuation purposes; plant room (at basement level); landscaping within proposed courtyard / light well areas; boundary treatments; and all associated site development and excavation works above and below ground.	19/12/2019	15/06/2020	N/A	Granted
4779/19	Planning permission is sought for the amendment to Planning Ref No. 3635/16 for the previous approved three storey mixed use development to the fore of site fronting Emmet Road for the increase in height to four storey building with 1 no. additional apartment to consist of proposed (2 no. one-bed & 3 no. two-bed apartments); including balconies & roof terrace to the south elevation & pedestrian access linkage to adjoining building.	19/12/2019	21/02/2020	N/A	Granted
2044/20	The development consists of changing the use of the existing bar of 300m2 on ground floor to restaurant at Grange Cross, Ballyfermot, Dublin 10.	14/01/2020	31/08/2020	N/A	Granted
WEB1037/20	Demolition of existing substandard single storey rear extension and construction of new two storey rear extension to provide new ground floor kitchen dining area & new first floor second bedroom, with associated minor internal & external alterations, including alterations to layout, rear yard & site development works	24/01/2020	12/03/2020	N/A	Granted
2270/20 (1)	Permission for proposed change of use to Pharmacy from existing Primary Care/Medical Centre use for a proportion of the ground floor (approximately 167m2) within the existing Guinness Medical Centre Building, James's Street, Dublin 8.	14/02/2020	23/04/2020	N/A	Granted
2514/20 (2)	PROTECTED STRUCTURE - Permission to amend a permitted development (Reg. Ref. 3209/19) on a site of c. 1.3872 hectares (net area 1.3240 hectares) at Grand Canal Harbour, Grand Canal Place, Dublin 8 D08 C3NO. The site is bounded by a Protected Structure (RPS No. 3275, stone warehouse) fronting onto Grand Canal Place to the north; by Grand Canal Place to the east; by St. James Avenue and vehicular access to Westcourt residences to the west; and by the grounds of a former Dublin City Council halting site accessed off	16/03/2020	03/07/2020	N/A	Granted

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	Grand Canal Place to the south. The proposed development is to extend the permitted basement, increasing it in size from 5,527 sqm to 7,185 sqm and all associated ancillary site works. The gross floor area above basement level is unchanged at 48,314 sqm. A Natura Impact Statement will be submitted to the planning authority with the application and will be made available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy at the offices of the Planning Authority.				
2765/20 (3)	<p>PROTECTED STRUCTURE: Planning permission for amendments to previously permitted development (Reg. Ref. 3209/19) on a site of c. 1.3872 hectares at Grand Canal Harbour, Grand Canal Place, Dublin 8, D08 C3NO.</p> <p>The site is bound by a protected structure (RPS No. 3275, stone warehouse) fronting onto Grand Canal Place to the north; by Grand Canal Place to the east; by St. James Avenue and vehicular access to Westcourt residences to the west; and by the grounds of a former Dublin City Council halting site accessed off Grand Canal Place to the south.</p> <p>The proposed amendments comprise of the following:</p> <ul style="list-style-type: none"> • Provision of an additional storey on permitted Blocks 1,2 and 3/4, increasing in height of Block 1 from 11 to 12 no. storeys (42.075 metres), Block 2 from 11 to 12 no. storeys (42.075 metres) and Block 3/4 from 13 to 14 no. storeys (49.45 metres); • Provision of 53 no. additional apartment units resulting in an increase from 543 no. to 596 residential units. The residential component, permitted and proposed shall be a 'Build-to-Rent' scheme of 596 units, consisting of 482 no. one bedroom units and 114 no. two bedroom units with associated resident support facilities and resident services and amenities; • Modifications to the façade treatment; • Provision of additional balconies on north, east, west and south elevations of Blocks 1,2 and 3/4 ; • Internal reconfiguration of the permitted residential amenities and increase in the communal open space from 3,643 sq.m. to 3,746 sq.m.; • Amendments to the permitted ground floor commercial space resulting in a reduction of the retail space from 1,005 sq.m. to 995 sq.m., the café/bar/restaurant space from 737 sq.m. to 705 sq.m., and the co-working space from 2,983 sq.m. to 2,963 sq.m, (a reduction of 63 sq.m in total) to accommodate increase in plant and ancillary services; • Extension of the permitted basement, increasing from 5,527 sqm to 7,185 sqm to include additional long-stay cycle parking spaces (60 no.) resulting in a total of 773 no. long-stay bicycle spaces. There will be no change to the permitted number of car parking spaces at 50 no. surface bicycle spaces shall be increased from 115no. to 122no; • Provision of additional plant and ancillary services at basement level; • Amendments to hard and soft landscaping and all associated site works necessary to facilitate the development . <p>The overall development will increase the gross floor area from 48,314 sq.m. (excluding basement of 5,527sq.m.) previously permitted under reg. ref. 3209/19 to 51,933 sq.m. (excluding basement of 7,185 sq.m.)</p> <p>A Natura Impact Statement will be submitted to the planning authority with the application and will be made available from inspection or purchase at a fee not exceeding the reasonable cost of making a copy at the offices of the planning authority.</p>	28/05/2020	22/07/2020	N/A	Granted
WEB1426/20	The removal of the existing front boundary wall and pedestrian entrance, the construction of a new	07/07/2020	31/08/2020	N/A	Granted

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	vehicular 3m Wide entrance, new front boundary wall and pillars and permeable paving driveway, dishing of the existing public footpath to accommodate new vehicular entrance, and all associated site works, at 237 Ballyfermot Road, Ballyfermot, Dublin 10.				
WEB1464/20	The construction of a single storey extension to the rear, conversion of existing attic space to study with projecting dormer window in rear elevation roof plane and two roof lights in front elevation roof plane and all associated site works.	21/07/2020	04/09/2020	N/A	Granted
3203/20	Planning permission - the proposed development will consist of a 4 storey, 1072 sq. m., 14.02 metre high infill to vacant yard and extension to the north of the existing mortuary building to serve as a bio-bank process storage unit accommodated over 2 floors with the additional 2 floors allocated to associated laboratory and administration functions; included will be a louvered open plant area 140 sq. m. at roof level, a further 2.7 metres high, all to match the existing building finishes; plant equipment and all other site development works, above and below ground required to facilitate the development, all located adjacent the north eastern boundary of the hospital campus. Vehicular access will be through the north entrance gates from Ewington Lane.	14/08/2020	08/10/2020	N/A	Granted
3231/20	PROTECTED STRUCTURE: The development will consist of; a. Provision of shopfront with individually pin mounted partially back lit fascia signage, to the front elevation of the Pharmacy. b. Provision of a projecting cross-shaped sign to the front of the elevation of the pharmacy. c. The proposed works are to a Protected Structure RPS reference number 8776 (National Inventory of Architectural Heritage reference number 50080606).	21/08/2020	15/10/2020	N/A	Granted
3291/20 (2)	Planning permission is sought for erection of 7 no. internally illuminated light box signage. 1 no. 2.40m (W) x 0.85m (H) to left side & 1 no. 3.52m (W) x 0.85m (H) to right side of vehicular entrance gate on south west corner, 1 no. 1.00m (W) x 1.20m (H) above pedestrian entrance gate to south, 1 no. 1.10m (H) x 1.20m (W) above pedestrian entrance gate to south east site off of James's Street. 1 no. 2.80m (W) x 0.80m (H) to west, 1 no. 2.00m (W) x 0.80m (H) to centre & 1 no. 4.00m (W) x 0.80m (H) to east of south facing elevation to St. James's Medical Building.	01/09/2020	23/10/2020	N/A	Granted
3454/20	Planning permission for retention permission consisting of alterations to the existing shopfront to create a new entrance to the upper floor.	28/09/2020	15/01/2021	N/A	Granted
3444/20 (2)	The proposed development involves site clearance and levelling works, including the demolition of all existing buildings on site and the construction of a 148 bed hotel that ranges in height between 1 and 7 storeys above three lower ground levels (along the southern part of site) including ancillary staff and guest facilities, plant, storage and waste/refuse storage areas. An ESB substation is proposed at ground floor level at the south-eastern corner of the proposed building. Guest / pedestrian access is provided along the southern frontage onto James Street with Guest Lobby at ground floor. A combination of hard and soft landscaping measures are proposed along all elevations to enhance areas of public realm and ancillary amenity spaces. The proposed building includes for the provision of sustainable drainage measures together with the provision of green roofs. Permission is also sought for associated signage. Development of an aparthotel was previously permitted at this site, under Planning Register 2950/17 & ABP300057-17.	24/09/2020	18/11/2020	Yes	Granted on Appeal
3594/20	The proposed development will consist of the insertion of 1 no. new car parking space into the existing semi-	20/10/2020	09/02/2021	N/A	Granted

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	basement car park. This will result in a total of 43 no. car parking spaces being provided without affecting existing provision for bicycle parking or waste management / bin storage at semi-basement level. No other changes are proposed to the existing building.				
3713/20 (4)	Planning permission for alterations to previously permitted apartment development comprising of total of 3 no. 1-bed and 3 no. 2-bed units over existing ground floor commercial units (Reg. Ref. 3474/18) to ensure compliance with current DCC apartment development space standards, including extensions to rear at 1st, 2nd & 3rd floor levels, new balconies to rear and associated internal and elevational alterations.	11/11/2020	14/01/2021	N/A	Granted
WEB1817/20	Permission for development at a site of 105m2 at 21 Woodfield Terrace. The site is bound by Inchicore Road to the South, 22 Woodfield Terrace to the West and 20 Woodfield Terrace to the East and Woodfield Cottages to the north. The development consists of the partial demolition and refurbishment of a shed to the rear of the house. The proposed development includes, 1. Minor demolitions and refurbishment reducing shed size from 19.7m2 to a total of 10m2. 2. Refurbishment of the north elevation facing onto Woodfield Cottages.	16/11/2020	18/01/2021	N/A	Granted
3883/20 (2)	Permission for alterations to the previously approved planning permission, Dublin City Council Ref: 2022/19 and An Bord Pleanála ref: ABP-303959-19 which will consist of the following changes: 1. Change of use of previously approved ground floor retail unit into two number one-bedroom studio apartments including changes to the elevations and footprint of the building. 2. To change approved first floor two-bedroom apartment into two number one-bedroom studio apartments. 3. To change the approved second floor two-bedroom apartment into two number one-bedroom studio apartments. 4. For the provision of an increased area of public open space amenities for the development. 5. And for all associated site development works.	08/12/2020	12/07/2021	Yes	Pending
3969/20	The development will consist of the following: 1. Change of use of: A) ground floor from Priory residential uses including living rooms, dining rooms, kitchen, break room, library and waiting room to office and meeting room use, public mass card shop, oratory and bike store; B) first floor bedroom, prayer room and office use to sitting room, TV room, exercise room, dining room, kitchen, kitchen store, staff room and office use; C) second floor rear toilets to cleaners store use; D) third floor toilets to linen store use; 2. Proposed roof garden with: A) timber pergola, rubber matting ground surface, planting and railings; B) 1.8m high perimeter protective glazed screen behind existing parapet wall to east, south and west elevations; C) existing lift to be upgraded and extended up to roof garden level with proposed lift lobby with associated existing 2.56m high lift motor room raised in height by 1.74m to 4.3m overall above roof garden level; 3. Replacement of existing single glazed timber sash windows with new timber double glazed sash windows to north, south, east and west elevations; 4. Installation of disabled ground floor entrance and associated platform lift and steps to side (east) of existing building and provision of adjacent fire escape door in the existing window opening; 5. Internal alterations to include A) overall reduction from 25 no. to 17 no. bedrooms in total; B) provision of en-suite bathrooms to proposed 17 no. bedrooms in total on 2nd and 3rd floors; C) relocation of kitchen and associated store from basement to first floor; D) miscellaneous alterations to ancillary accommodation; 6. Mechanical and electrical installations including; A) to be upgraded throughout; B) installation of mechanical and electrical	18/12/2020	19/02/2021	N/A	Granted

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	plant and associated ductwork to roof garden level and to roof over rear (North) stairs C; 7. All of the above at the existing 5-storey including basement, semi-detached flat roofed building.				
3968/20	Planning permission for development will consist of: demolition of all existing buildings on the site (total gross floor area: 1205 sq.m) and construction of a mixed-use development as follows: 2 no. blocks of 5 and 6 storey height over 2 basement levels. Block A fronting James Street at 6 storeys with medical centre (132 sqm), cafe / retail at ground floor (151 sqm) above which 4 storeys of habitable dwellings totaling 16 no. apartments (1225 sqm) with a top floor of spa / relaxation rooms (185 sqm) and rooftop garden. Block B to rear of site at 5 storeys comprising 4 storeys of habitable dwellings totaling 12 no. apartments with top floor of spa / relaxation rooms (136 sqm) and rooftop garden. Total no. of apartments 28 no. units of which 8 no. 1 beds 18 no. 2 beds & 2 no. 3 beds with 49 no. bicycle parking spaces. Lower basement consisting of gym (291 sqm) pool, spa and associated facilities (859 sqm) with upper-level basement consisting of (treatment and procedure rooms and associated facilities (746 sqm). Access / egress via 4 separate points facing James Street.	18/12/2020	19/02/2021	N/A	Granted
4009/20	Development comprising: (i) the demolition of the existing two/ three storey buildings at 72/74 Old Kilmainham; (ii) the construction of a 7-storey, over-basement, mixed-use development consisting of a 'build-to-rent' shared accommodation residential development consisting of: (a) 62 no. shared accommodation units, comprising 5 no. double occupancy units and 57 no. single occupancy units (access from Brookfield Road) and served by Resident's Communal amenity areas comprising of external 202 sq.m; Resident's internal amenity areas comprising of 259.7 sq.m (between 1st and 6th floors); 216.7 sq.m shared amenity area (at ground level) and 156.8 sq.m cinema/ games room and gym (at basement level); (b) 33.2 sq.m commercial space at Ground Floor (access from Old Kilmainham) The development features 144 no. bicycle spaces (located at ground and basement level); a refuse storage, laundry room and plant room (all located at basement level); landscaping and all associated site development works.	22/12/2020	24/02/2021	Yes	Pending
WEB1062/21	Retention of creation of vehicular access, the front entrance gate, car parking and site works	26/01/2021	22/03/2021	N/A	Granted
2116/21	A single storey flat roof extension to the front of the existing veterinary clinic and internal modifications to the existing building.	29/01/2021	25/03/2021	N/A	Granted
2381/21	The development will consist of: Construction of a part single part two storey rear extension with 2 no. rooflights to single storey portion. New rooflight to existing main roof (to rear). Internal modifications and all ancillary works.	12/03/2021	16/06/2021	N/A	Granted
2725/21 (2)	Planning permission for a build-to-rent residential development. The application site is bounded by Brookfield Road to the west and south west, 75-79 Old Kilmainham Road to the north, 28 Brookfield Road to the south and the rear gardens of the residential properties located on Cameron Square to the east and south east. The description of the proposed development is as follows: <ul style="list-style-type: none"> The construction of a part two to part six storey building, over lower ground/basement level, comprising 79 no. build-to-rent (BTR) apartments, resident support facilities, and resident services and amenities. 	05/05/2021	02/11/2021	N/A	Granted

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	<ul style="list-style-type: none"> The 79 no. BTR apartments comprise 14 no. studios, 48 no. 1 beds and 17 no. 2 beds (including 1 no. 2 bed duplex apartment). 54 no. of the apartments are provided with balconies/terraces on the northern, north eastern, southern and south western elevations of the building. The development includes ancillary BTR resident support facilities and resident services and amenities with a total GFA of 648 sqm, including bin storage and cycle storage at lower ground floor/basement level and reception, laundry, communal amenity areas, resident's workspace, games room and gym at ground floor level. The proposal includes communal open space areas at lower ground, ground, including children's play space, and first floor level and roof terraces at fourth, fifth and sixth floor level. The development also includes a stair/lift core pop-up and solar panels at sixth floor/roof level. The development is served by 18 no. car parking spaces, 140 no. bicycle parking spaces, 2 no. motorcycle space, plant rooms and bin storage areas at lower ground floor/basement level. 26 no. bicycle spaces are also provided at surface level. The proposal includes a vehicular entrance from Brookfield Road, foul and surface water drainage, hard and soft landscaping, an ESB sub-station, and all ancillary site development works necessary to facilitate the development. (Public realm works (inclusive of alterations to the existing footpaths) external to the planning application site boundary will be subject to agreement with the Planning Authority). 				
2779/21	PROTECTED STRUCTURE: Removal of existing signage panels to the shopfront, removal of external roller shutters, reinstatement of windows, new signage to the shopfront fascia, consolidation of services to the shopfront, re-painting the ground floor doors and windows.	17/05/2021	09/07/2021	N/A	Granted
2831/21	Planning permission is sought for the construction of a new 1.1mt. high mild steel fence on top of existing 1.35mt. high wall to the south west boundary of the existing school grounds and associated site works.	25/05/2021	14/07/2021	N/A	Granted
2881/21	PROTECTED STRUCTURE: Modification and reuse of the existing building to provide staff canteen, welfare facilities and associated services. Demolition of an existing non-original single storey rear extension comprising toilets, WC and lobby and erection of a new single storey flat roof rear extension with rendered finish and painted mural, to provide new kitchen, stores and toilet facilities. The elevations of the protected structure, including the shopfront onto James's street will be fully conserved. A window will be replaced with a door at first floor level, to the rear of the building to provide fire escape and access to plant. Minor alterations are proposed to the internal layout including the removal of partitions at ground floor, the removal of a small mezzanine floor to the front of the building and the installation of locker rooms and staff facilities at first floor to the rear of the building. All associated works including a bin store, screened plant on the flat roof to the rear, access ways, patio area and reduction in height of the side boundary wall. The proposal is located within a site which has an approval IE (Industrial Emissions) Licence (Ref No. P0301-04).	03/06/2021	28/07/2021	N/A	Granted
3082/21 (4)	Planning permission for development at 63/64 Thomas Street, Dublin 8. The proposed development seeks to amend a permission for a four to six storey development (granted under Reg. 4776/19) No change is proposed in the permitted building height and overall floorspace is proposed to increase by c.61 sq m (from c. 1,379 sq m to c. 1, 440 sq m) The proposed development includes the following elements: 1. Reconfiguration and change of use of 3 no. existing	02/07/2021	26/08/2021	N/A	Granted

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	apartments and 1 no. previously permitted apartment to aparthotel use; 2. Demolition of an existing stair core(to the rear of the existing building) and rearrangement of the previously permitted lift core (to provide lift access to all floors of the previously granted aparthotel block to the rear of the site and the now proposed aparthotel suites in the front block) and associated increase in floorspace of c.19.5 sq m; 3. Rearrangement of basement-level staff facilities and ancillary areas; 4. Modifications to the permitted floor area to the rear of the existing building and associated increase in floorspace of c.22.5 sq m; 5. Infill of the previously granted basement courtyard (c.7.5 sqm) and an increase in floor area (of c. 11.5 sq m) to the rear of the previously granted fifth floor level of the permitted aparthotel block. The application includes all associated and ancillary development and site works above and below ground.				
3290/21	The development will consist of: 1. The demolition of the existing roof over the first floor level to the rear of the building; 2. Construction of new roof over first floor level to the rear of the building; 3. The change of use of all areas at ground floor level and first floor level from shop use to restaurant use; 4. Removal of existing shopfront and signage onto Thomas Street; 5. Installation of new shopfront and signage and retractable awning onto Thomas Street; and 6. All ancillary internal alterations, site development works and services.	06/08/2021	28/09/2021	N/A	Granted
3391/21	Permission for change of use from Retail unit to Restaurant with the preparation of hot and cold foods for consumption both on and off the premises. This application represents a relocation of the existing Restaurant and signage from No. 296 Ballyfermot Road, Dublin 10 to a larger empty unit.	25/08/2021	18/10/2021	N/A	Granted
3798/21	PROTECTED STRUCTURE: The development will consist of Change of Use from retail coffee shop with ancillary space in basement to a seated restaurant with ancillary space in basement. The application includes for internal alterations which include provision of a new ground floor wheelchair accessible WC, relocating non-historic internal doors, installation of a new open kitchen area in main restaurant space, provision of kitchen preparation area, minor adjustments to existing walls, drainage provisions, grease traps and general internal redecoration. The application also includes for the installation of a new extractor grille in one of the existing half round ground floor windows on Francis Street. The works are being carried out within a conservation area.	03/11/2021	06/01/2022	N/A	Granted
3064/22	The development will consist of planning permission for alterations to previously approved planning permission registered reference number 3081/19 comprising: provision of external lighting to the front (south) façade on to High Street, the building is located in a conservation area and Liberties Strategic Development and Regeneration Area (SDRA 16).	17/01/2022	08 Mar 2022	N/A	Granted
3295/22	Retention permission to retain the internal conversion works carried out in 2017 to change the use of circa. 41. sq. metres of the first floor area to the front of the 2 storey premises at 3a Tryconnell Road, Inchicore, Dublin 8 (with pharmacy at ground floor level and commercial use at first floor level) into a self-contained 1 bedroom apartment with own door access at street level'.	17/02/2022		N/A	Pending
WEB1150/22	• Demolition of existing single storey extension to the side and rear; garden wall to the side; and part demolition of ground and first floor elevations and roof to side and rear and of the existing dwelling	22/02/2022		N/A	Pending

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<ul style="list-style-type: none"> • Construction of a new part single storey, part two storey extension to the side and rear • 3no. rooflights to side and rear • All associated internal and external alterations, site, drainage and landscaping works including, bin storage and bike storage to the front. 				
3333/22	<p>The development will consist of the following;</p> <p>1) installation of external light fittings to West (John's Lane) , South (Thomas Street) and East (Side) Elevations;</p> <p>2) revisions to previously approved planning application (applic no. 3969/20) to include:</p> <p>a) revised rooftop pergola design with glazed screen to West, South and East Elevations;</p> <p>b) revised height of lift motor room tower extension;</p> <p>All of the above at the existing 5-storey including basement, semi-detached flat roofed building.</p>	21/02/2022		N/A	Pending
3387/22	<p>PROTECTED STRUCTURE: Planning permission for development on a site (0.156 ha) located within St. Patrick's University Hospital campus, James's Street, Dublin 8 (overall site area of c.4.2 ha, which includes a Protected Structure; Dublin City Council RPS Ref. 856).</p> <p>The development will consist of maintenance and upgrade works to the original building (Protected Structure) including external repairs to roofs, chimneystacks and the replacement of defective rainwater goods; replacement windows; general elevational works including repairs to stone elevations and repointing; interior works to the building at principal level including the removal of 20th century internal partitions, suspended ceilings and wall linings and the reinstatement of 1 no. original door ope; and all associated localised interior repair works.</p>	28/02/2022		N/A	Pending
3408/22	<p>The development will consist of removing the existing side garage and constructing a new 2 storey extension to the side and rear of the dwelling. A new bay window with a canopy will be constructed at the front of the existing dwelling.</p>	02/03/2022		N/A	Pending
3486/22	<p>Permission for a residential development of 4 no. dwellings on a site measuring approx. 0.118 hectares located on lands to the north and east of No. 726 South Circular Road, Dublin 8. The proposed development consists of the construction of 4 no. terraced dwellings, comprised of 2 no. 3 storey 4 bed end of terrace dwellings and 2 no. 3 storey 4 bed mid terrace dwellings. Each of the proposed dwellings include the provision of a southern facing balcony. The proposed development also provides a new vehicular access point located off South Circular Road and surface car parking comprising of 6 no. car parking spaces. The proposed development also includes for all associated site development works, landscaping, boundary treatments, pedestrian/ cycle access from South Circular Road, infrastructural connections, bin storage etc.</p>	09/03/2022		N/A	Pending
3556/22	<p>The development will consist of the construction of single storey rear and side extension plus all associated site works.</p>	16/03/2022		N/A	Pending

3. References

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

South Dublin County Council (2021) Planning Applications Search [Online] Available from
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