

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue and teal. These include circles, semi-circles, and teardrop-like forms. Some of these shapes have white circular cutouts. The shapes are scattered across the page, with some appearing in the corners and others in the middle. The overall style is modern and clean.

**Appendix A2.1 - Sub
Appendix - Appendix 1**
Local Policy

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Appendix 1: Local Policy

1. South Dublin County Council

1.1 South Dublin County Council Development Plan 2022-2028 – Policies and Objectives

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

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
1.6	Strategic Vision	Overarching Statement	<i>'In 2028 South Dublin will be a place that our communities are proud of, that our businesses can thrive in and that will help us to live greener and healthier lives.'</i>	The Proposed Scheme aligns with the overall vision of the plan since the Proposed Scheme will facilitate a resilient, accessible public transport and cycling network. The Proposed Scheme will provide an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens. The improvements to sustainable modes provision as a result of the Proposed Scheme will facilitate a reduction in congestion, reduced greenhouse gas (GHG) emissions and associated air quality improvements along the Proposed Scheme, resulting in enhanced community wellbeing. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) in Volume 2 of the EIAR.
1.8	Climate Action	Policy CA1: Climate Action (CA)	<i>'To support the implementation of International and National objectives on climate action including the Climate Action and Low Carbon Development Act 2015 (and any amending legislation), the 'Climate Action Plan 2019' (and any updated Plans) and ensure that South Dublin's Climate Change Action Plan and County Development Plan are aligned'.</i>	The Proposed Scheme will provide the infrastructure necessary to support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets. The Proposed Scheme will also provide improved infrastructure for pedestrians and cyclists. The Proposed Scheme has been assessed against the plans and legislation identified in this policy as outlined in Chapter 8 (Climate) Volume 2 of the EIAR.
1.8	Climate Action	CA1 Objective 2	<i>'To ensure spatial and infrastructure planning are consistent with climate mitigation and adaptation objectives.'</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 4 (Proposed Scheme Description) and Chapter 8 (Climate) in Volume 2 of the EIAR for further details.
1.8	Climate Action	CA1 Objective 3	<i>'To implement the South Dublin County Council Climate Change Action Plan 2019 - 2024 (SDCC CCAP) or superseding plans and to facilitate a just transition to a climate resilient low carbon County. (consistent with SO8 of the NPF, RPO 7.32, 7.33 of the RSES).'</i>	The aim of the SDCC Climate Action Plan is to reduce car dependency by encouraging modal shift from car to more sustainable modes, including public transport and cycling. SDCC states that it seeks to work with the relevant transportation bodies to introduce measures to achieve modal shift and promote interchange between modes. The Proposed Scheme aligns with this policy as it will support the delivery of an efficient, low carbon and climate resilient public transport service, thereby assisting in meeting emission reduction targets.
3.2	Heritage and Climate Action	Policy NCBH1 Overarching	<i>'Protect, conserve and enhance the County's natural, cultural and built heritage, supporting its sensitive integration into the development of the County for the benefit of</i>	The Proposed Scheme aligns with the objective as it has been designed and mitigated to reflect the local character and context of the area in order to make seamless interventions within local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible, they will be retained in situ. Proposed or reinstated boundary

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			<i>present and future generations.'</i>	treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR for further details.
3.2	Heritage and Climate Action	NCBH1 Objective 1	<i>'To protect, conserve and enhance natural, cultural and built heritage features, seeking opportunities to identify, retain, protect, and incorporate heritage assets into plans and development.'</i>	The Proposed Scheme aligns with the objective as it was designed and mitigated to reflect the local character and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible, they will be retained in situ. Proposed or reinstated boundary treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned. No structures within an Architectural Conservation Area are being removed as part of the Proposed Scheme. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR for further details.
3.3	Natural Heritage - Trees	NCBH11 Objective 3	<i>'To protect and retain existing trees, hedgerows, and woodlands which are of amenity and/or biodiversity and/or carbon sequestration value and/or contribute to landscape character and ensure that proper provision is made for their protection and management taking into account Living with Trees: South Dublin County Council's Tree Management Policy (2015-2020) or any superseding document and to ensure that where retention is not possible that a high value biodiversity provision is secured as part of the phasing of any development to protect the amenity of the area.'</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed, where feasible. 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. Construction of the Proposed Scheme will require the limited removal of existing trees and other plantings at specific locations along the road corridor. During the Construction Phase effects are temporary or short-term in nature and the proposed mitigation measures will be effective at ensuring adequate protection to features that are not identified for permanent removal as part of the works. A number of trees will have been removed during the Construction Phase. The Operational Phase of the Proposed Scheme will not impact directly on additional trees. The Operational Phase also provides for additional street planting, with quantities in excess of those to be removed. There are no designated Tree Preservation Order areas along the Proposed Scheme and therefore no individual tree or grouping of trees of significance will be lost as a result of the scheme. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	Policy SM1: Overarching – Transport and Movement	<i>'Promote ease of movement within, and access to South Dublin County, by integrating sustainable land-use planning with a high-quality sustainable transport and movement network for people and goods.'</i>	Chapter 6 (Traffic & 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 overall long-term objective of the land. The Proposed Scheme aligns with the objective. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM1 Objective 1	<i>'To achieve and monitor a transition to more</i>	The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable

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			<i>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/Var/HGV/Motorcycle)</i>	forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. The Proposed Scheme therefore helps to achieve the targets set out under SM1 Objective 1. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) and Appendix A6.1 ((Transport Impact Assessment Report) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM1 Objective 2	<i>'To ensure consistency with the NTA's Transport Strategy for the Greater Dublin Area (2016-2035) and any superseding document, as required by RPO 8.4 of the RSES'</i>	The Proposed Scheme aligns with the objective as BusConnects is the NTA's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. 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. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM1 Objective 3	<i>'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'</i>	The Proposed Scheme aligns with the objective as it will improve the Bus Network along the scheme and enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. The Proposed Scheme therefore helps to achieve the targets set out under SM1 Objective 3. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM1 Objective 4	<i>'To ensure that future development is 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 and attractive street environment for pedestrians and cyclists, in accordance with RPO 5.3 of the RSES/MASP.'</i>	The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the EIAR has considered the NTA Cycle Network Plan (NTA 2013) and National Cycle Manual (NTA 2011). 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 help to reduce dependency on private car use for short journeys. The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel (e.g., walking, cycling and public transport) by prioritising the space and time allocated to these modes within the operation of a junction. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.

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7	Sustainable Movement	SM1 Objective 5	<i>'To ensure that future development is planned and designed in a manner that maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, both existing and planned, and to protect and maintain regional accessibility, in accordance with RPO 8.3 of the RSES'</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 Proposed Scheme will enhance the capacity of sustainable transport as well as the efficiency of Dublin's road network and as a consequence can help to achieve greater land use densities that will promote compact sustainable growth. 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 is the NTA's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.</p>
7	Sustainable Movement	SM1 Objective 6	<i>'To safeguard the County's strategic road network and to improve the local road and street network in a manner that will better utilise existing road space and encourage a transition towards more sustainable modes of transport'</i>	<p>The Proposed Scheme aligns with this objective. The strategic and local road network will be used efficiently to accommodate the proposed scheme and associated walking and cycling enhancements and encourage a transition towards bus and active travel modes.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.</p>
7	Sustainable Movement	SM1 Objective 7	<i>'To engage with relevant agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in relation to strategic and local transportation issues including delivery of transport projects and to encourage consultation with local communities.'</i>	<p>The aim of the SDCC Climate Action Plan is to reduce car dependency by encouraging modal shift from car to more sustainable modes, including public transport and cycling. SDCC states that it seeks to work with the relevant transportation bodies to introduce measures to achieve modal shift and promote interchange between modes.</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. BusConnects is the NTA's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.</p>
7	Sustainable Movement	Policy SM2: Walking and Cycling	<i>'Re-balance movement priorities towards sustainable modes of travel by prioritising the development of walking and cycling facilities and encouraging a shift to active travel for people of all ages and abilities, in line with the County targets.'</i>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the EIAR has considered the NTA Cycle Network Plan (NTA 2022) and National Cycle Manual (NTA 2011).</p> <p>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 help to reduce dependency on private car use for short journeys.</p> <p>The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel (e.g., walking, cycling and public transport) by prioritising the space and time allocated to these modes within the operation of a junction.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.</p>

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7	Sustainable Movement	SM2 Objective 1	<i>'To achieve and monitor a transition to the County mode share targets of 15% Walk and 10% Cycle.'</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>The Proposed Scheme therefore helps to achieve the targets set out under SM2 Objective 1.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) and Appendix A6.1 ((Transport Impact Assessment Report) in Volume 2 of the EIAR for further details.</p>
7	Sustainable Movement	SM2 Objective 2	<i>'To create a comprehensive and legible County-wide network of safe cycling and walking routes that link communities to key destinations, amenities and leisure activities through implementation of the Cycle South Dublin project, the recommendations of the Sustainable Movement Studies and other permeability measures.'</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>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 help to reduce dependency on private car use for short journeys.</p> <p>Further, Chapter 6 (Traffic & Transport) of the EIAR has considered the Permeability Best Practice Guide (NTA 2015) as part of the project.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.</p>
7	Sustainable Movement	SM2 Objective 3	<i>'To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced by promoting compact growth and permeability in the design and layout of new development areas.'</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, which will connect existing and new areas in certain areas along the corridor.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.</p>
7	Sustainable Movement	SM2 Objective 4	<i>'To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities, while also taking account of existing patterns of anti-social behaviour and other unintended consequences of removal of such barriers.'</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of. It will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.</p>
7	Sustainable Movement	SM2 Objective 6	<i>'To ensure that facilities for pedestrians and cyclists are designed in accordance with the principles, approaches and standards contained in the National Cycle Manual or any updated guidance and to promote off-road cycle infrastructure where feasible, subject to any</i>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the EIAR has considered the NTA Cycle Network Plan (NTA 2013) and National Cycle Manual (NTA 2011).</p> <p>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 help to reduce dependency on private car use for short journeys.</p>

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			<i>design having regard to environmental sensitivities.'</i>	Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM2 Objective 13	<i>'To ensure that new walking and cycling routes are designed, insofar as possible, to function as links in the County's green infrastructure network and that adequate replacement and additional planting of native species and pollinators is provided, and that SuDS approaches are used to deal with surface water run-off.'</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 4 (Proposed Scheme Description) and Chapter 8 (Climate) in Volume 2 of the EIAR for further details
7	Sustainable Movement	SM2 Objective 14	<i>'To ensure that all walking and cycling routes have regard to environmental conditions and sensitivities including biodiversity, protected species and designated sites and to incorporate appropriate avoidance and mitigation measures as part of any environmental assessments.'</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed, where feasible. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	Policy SM3: Public Transport - General	<i>'Promote a significant shift from car-based travel to public transport in line with County targets and facilitate the sustainable development of the County by supporting and guiding national agencies in delivering major improvements to the public transport network.'</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. BusConnects is the NTA's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM3 Objective 1	<i>'To achieve and monitor a transition to the County mode share targets of 20% Bus and 5% Rail.'</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. The Proposed Scheme therefore helps to achieve the targets set out under SM3 Objective 1. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) and Appendix A6.1 ((Transport Impact Assessment Report) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM3 Objective 2	<i>'To facilitate and secure the implementation of major public transport projects as identified within the NTA Transport Strategy for the Greater Dublin Area (2016-2035), or any superseding document, including BusConnects, the DART expansion programme along the Kildare route, the opening of the new rail station at Kishogue and the Luas to Lucan.'</i>	The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the NTA'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 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.

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7	Sustainable Movement	SM3 Objective 3	<i>'To ensure that future development is planned in such a manner as to facilitate a significant shift to public transport use through pursuing compact growth policies, consolidating development around existing and planned public transport routes and interchanges, and maximising access to existing and planned public transport services throughout the network.'</i>	The Proposed Scheme aligns with the objective as it will promote active travel through enhanced cycle and pedestrian infrastructure. Along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm, which will connect existing and new areas in certain areas along the corridor. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM3 Objective 4	<i>'To optimise accessibility to public transport, increase catchment and maximise permeability through the creation of new and upgrading of existing walking and cycling routes linking to public transport stops.'</i>	The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm, which will connect existing and new areas in certain areas along the corridor. For example, modified bus stop infrastructure is proposed on the Naas Road at the Kylemore Luas Red Line Stop which will allow passengers to easily transfer between modes, provision of the Tallaght Bus Interchange adjacent to the Luas Red Line at The Square Tallaght and new sustainable transport link road between Treepark Road and Parkview increasing the catchment area and catering for pedestrians, cyclists and bus movements. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM3 Objective 5	<i>'To facilitate an interlinked network that maximises the efficiency of existing services, reduces overall journey times and facilitates easy exchanges between modes and routes.'</i>	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. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced public and private bus priority measures for existing and all future services who will use the corridor. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM3 Objective 9	<i>'To ensure that all new public transport corridors are designed to enhance the County's green infrastructure network by ensuring adequate replacement and additional planting of native species and pollinators and to ensure that SuDS approaches are used to deal with surface water run-off.'</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. Refer to Chapter 4 (Proposed Scheme Description), Chapter 8 (Climate), Chapter 12 (Biodiversity) and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR.
7	Sustainable Movement	SM3 Objective 10	<i>'To work with the relevant transport agencies to ensure that all public transport proposals have regard to pertaining environmental conditions and sensitivities including biodiversity, protected'</i>	The Proposed Scheme aligns with this objective. Following the implementation of the mitigation measures outlined in Chapter 12 (Biodiversity) of Volume 2 of the EIAR the Proposed Scheme will not result in any significant residual effects above the local scale on the Key Ecological Receptors identified on its own, or cumulatively together

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			<i>species and designated sites and incorporate appropriate avoidance and mitigation measures as part of any environmental assessments'.</i>	with other proposed developments during the Construction Phase. Following the implementation of the mitigation measures outlined in Chapter 12 (Biodiversity) of Volume 2 of the EIAR the Proposed Scheme will not result in any significant residual effects during the Operational Phase above the local scale on the Key Ecological Receptors identified.
7	Sustainable Movement	Policy SM3: Public Transport – Bus SM3 Objective 11	<i>'To facilitate the delivery of the BusConnects Core Bus Corridors and seek additional bus corridor and orbital routes to serve the County by securing and maintaining any required route reservations and to ensure the BusConnects Corridors do not adversely affect the village life and livelihoods of any of our County Villages'.</i>	The Proposed Scheme aligns with the objective as BusConnects is a programme from the National Transport Authority (NTA) which will greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM3 Objective 12	<i>'To work with the NTA to secure the expansion of the bus network to serve new development and regeneration areas within the South Dublin County area including Tallaght, Naas Road, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle'.</i>	The Proposed Scheme aligns with the objective as BusConnects is a programme from the National Transport Authority (NTA) which will greatly improve bus network in the Greater Dublin Area of which the Proposed Scheme is part. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM3 Objective 18	<i>'To liaise with bus service providers where new bus stop infrastructure is proposed in order to ensure facilities such as shelters and bins are included, where appropriate.'</i>	The Proposed Scheme aligns with the objective as BusConnects is a programme from the National Transport Authority (NTA) which will greatly improve bus services and associated facilities in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme has been designed to include: <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience 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 Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	Policy SM4: Strategic Road Network	<i>'Improve and, where necessary, expand the County-wide strategic road network to support economic development and provide access to new communities and new development areas'</i>	The Proposed Scheme aligns with the objective as it will expand and enhance the street network along the Proposed Scheme. It will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability, connectivity and punctuality through the provision of bus lanes and other measures. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM4 Objective 1	<i>'To work closely with transport agencies including the Department of Transport, the National Transport Authority and Transport Infrastructure Ireland to protect capacity and deliver improvements and extensions of the</i>	The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme aligns with this policy given that a key objective of the Proposed NTA Scheme is to support the delivery of an efficient, low carbon and climate resilient

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			<i>strategic road network, where necessary and in line with national, regional and local climate action plans'</i>	public transport service, which supports the achievement of Ireland's emission reduction targets. The Proposed Scheme will also provide improved infrastructure for pedestrians and cyclists. The Proposed Scheme has been assessed against the plans and legislation identified in this policy as outlined in Chapter 8 (Climate) Volume 2 of the EIAR
7	Sustainable Movement	SM4 Objective 2	<i>'To facilitate and secure the implementation of major road projects as identified within the relevant strategies and plans for the Greater Dublin Area.'</i>	The Proposed Scheme aligns with the objective as BusConnects is referenced within the National Planning Framework (Ministry of Housing, Communities & Local Government, 2018), National Development Plan (Department of Public Expenditure and Reform, 2021) and Regional Spatial Economic Strategy (Eastern and Midland Region, 2019), particularly within the Dublin Metropolitan Area Strategic Plan (MASP) which states , <i>investment in bus based public transport will be delivered through BusConnects, which aims to overhaul the current bus system in the Dublin metropolitan area, including the introduction of Bus Rapid Transit'</i> . All plans outlined are applicable to the Greater Dublin Area. The Proposed Scheme follows, the route of the Cycling Network Plan for the Greater Dublin Area set out by the National Transport Authority (NTA). The Cycling Network Plan will provide a consistent cycling network and link to the Greater Dublin Area. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM4 Objective 3	<i>'To increase competitiveness by ensuring the efficient movement of people and goods between enterprise and employment areas and the national road network.'</i>	The Proposed Scheme aligns with the objective as it will provide 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. It will provide improved travel times combined with increased services and 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. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM4 Objective 8	<i>'To work with the relevant transport agencies to ensure that all road and street network proposals have regard to pertaining environmental conditions and sensitivities including biodiversity, protected species and designated sites and incorporate appropriate avoidance and mitigation measures as part of any environmental assessments.'</i>	The Proposed Scheme aligns with this objective as an EIAR has been carried out which includes the assessment of potential impacts and proposed mitigation on environmental conditions and sensitivities including biodiversity, protected species and designated sites. Refer to Chapter 12 (Biodiversity) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM4 Objective 9	<i>'To ensure that all new roads and streets are designed to enhance insofar as feasible, the County's green infrastructure network by ensuring adequate replacement and additional planting of native species and pollinators and to</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. The landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
			<i>ensure that SuDS approaches are used to deal with surface water run-off.</i>	grass areas and species rich grasslands, to enhance ecological value along the route. Refer to Chapter 04 (Proposed Scheme Description), Chapter 08 (Climate), Chapter 12 (Biodiversity) and Chapter 17 (Landscape (Townscape and Visual) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	Policy SM5: Street and Road Design	<i>'Ensure that streets and roads within the County are designed to balance the needs of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport.'</i>	The Proposed Scheme aligns with this objective as it provides for a balance between sustainable transport modes including car use, walking, cycling and bus usage. The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm, which will connect existing and new areas in certain areas along the corridor. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM5 Objective 1	<i>'To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment that promotes active travel modes and public transport.'</i>	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 where possible. 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. Traffic calming measures will be included throughout the Proposed Scheme including traffic calming speed humps which are proposed along Bunting Road and Kildare Road. Furthermore, there will be the implementation of side entry treatments which are also proposed at junction side arms. The Proposed Scheme aligns with the objective as it has included surface treatment to visually calm traffic and to enhance pedestrian priority. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
7	Sustainable Movement	SM5 Objective 2	<i>'To design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within the Design Manual for Urban Roads and Streets'</i>	The Proposed Scheme has been designed in accordance with the Design Manual for Urban Roads and Streets. Refer to Chapter 6 (Traffic and Transport) for more detailed information.
7	Sustainable Movement	SM5 Objective 5	<i>'To design new roads and streets to incorporate green infrastructure elements such as planting of native trees, hedgerows and pollinator species in medians and on roadside verges, as appropriate to the location'</i>	The Proposed Scheme has been designed to include the replacement of street trees and groups of trees that may be impacted by the Proposed Scheme, but also the introduction of new tree planting and street trees within other spaces and along streets. In addition to trees and street trees, other vegetation is also proposed along the route including hedgerows, ornamental planting and amenity grassland, shrub and meadow grass areas. This will improve the overall amenity, character and appeal of the route corridor and localities along it, as well as enhancing biodiversity. Refer to Chapter 4 (Proposed Scheme Description).
7	Sustainable Movement	Policy SM6: Traffic and Transport Management	<i>'Effectively manage and minimise the impacts of traffic within the County having regard to the need to provide shared road space for different users'</i>	The Proposed Scheme will enhance the efficiency and safety of the shared road space along the Proposed Scheme Corridor. Active travel use and the enhancement of cycle and pedestrian options as well as public transport is a key component of the Proposed Scheme. Part of the route of the Proposed scheme follows the NTA's Cycle Network Plan. Refer to Chapter 6 (Traffic and Transport) for more detailed information.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
7	Sustainable Movement	SM6 Objective 1	<i>'To effectively manage the flow of through traffic along the strategic road network and maximise the efficient use of existing road resources'.</i>	<p>Chapter 6 (Traffic and Transport) outlines consideration of through traffic management, for example: 'The provision of a Bus Gate •Belgard Square West between Belgard Square South and Old Blessington Road (inbound and outbound will be complemented by a number of traffic management measures on adjoining residential streets to prevent through-traffic or 'rat-running'.</p> <p>In addition, the Proposed Scheme reallocates existing road and pavement space to maximise its most efficient use. The re-use of this existing area is a key component that has informed the design of the Proposed Scheme.</p> <p>Refer to Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR for more detailed information.</p>
7	Sustainable Movement	SM6 Objective 9	<i>'To ensure that appropriate design and mitigation measures are applied to all transport schemes to reduce the impact of noise and air pollution within residential communities in accordance with the EU directive on Assessment and Management of Environmental Noise'</i>	<p>Chapter 9 (Noise and Vibration) highlights that the assessment has been undertaken in line with a range of legislation and guidance including: The Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (hereafter referred to as the EPA Guidelines) (EPA 2022). The guidelines have been shaped in line with the requirements of the EU Directive.</p> <p>Refer to Chapter 9 (Noise and Vibration) for more detailed information.</p>
4.2	Green Infrastructure: Strategic Themes	Policy GI2: Biodiversity	<i>'Strengthen the existing GI network and ensure all new developments contribute towards GI, in order to protect and enhance biodiversity across the County as part of South Dublin County Council's commitment to the National Biodiversity Action Plan 2021- 2025 and the South Dublin County Council Biodiversity Action Plan, 2020-2026, the National Planning Framework (NPF)and the East Region Spatial and Economic Strategy (RSES).'</i>	<p>The Proposed Scheme will protect and enhance biodiversity throughout the entire corridor as part of South Dublin County Council's commitment to the National Biodiversity Action Plan 2021- 2025 and the South Dublin County Council Biodiversity Action Plan, 2020-2026, the National Planning Framework (NPF) and the East Region Spatial and Economic Strategy (RSES)'. The planting strategy, developed as part of the EIAR, includes replacement of street trees and groups of trees that may be impacted by the Proposed Scheme, but also the introduction of new tree planting and street trees within other spaces and along streets. Reinforcement of green infrastructure along the route will improve the overall amenity, character and appeal of the route corridor and localities along it, as well as enhancing biodiversity.</p> <p>In addition to trees and street trees, other vegetation is also proposed along the route including hedgerows, ornamental planting and amenity grassland, shrub and meadow grass areas. These will be utilised to reinstate property boundaries altered by 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>
4.2	Green Infrastructure: Strategic Themes	GI2 Objective 2:	<i>'To protect and enhance the biodiversity and ecological value of the existing GI network by protecting where feasible (and mitigating where removal is unavoidable) existing ecological features including tree stands, woodlands, hedgerows and watercourses in all new developments as an essential part of the design and construction process'</i>	<p>The proposed scheme is compliant with this objective as it aims to enhance and protect the biodiversity and ecological value of the existing GI network throughout the Proposed Scheme by implementing measures to mitigate the loss of any habitat. As outlined in EIAR Chapter 12 (Biodiversity): <i>'To mitigate loss of habitat, proposed planting incorporated into the Proposed Scheme will be implemented by the appointed contractor listed below:</i></p> <ul style="list-style-type: none"> ▪ 1055 no. trees planted; ▪ 590m of proposed hedgerow; ▪ 20,560m² of proposed species rich grassland; ▪ 3,450m² of proposed ornamental planting; ▪ 5,525m² of proposed native planting; and ▪ 43,140m² of proposed amenity grassland planting.'

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
				Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) for more detailed information.
4.2.1	Biodiversity	GI2 Objective 4	<i>'Integrate GI, and include areas to be managed for biodiversity, as an essential component of all new developments in accordance with the requirements set out in Chapter 13 Implementation and the policies and objectives of this chapter'</i>	<p>The Proposed Scheme is compliant with this objective as it aims to integrate GI and manage areas for biodiversity throughout the Proposed Scheme. As outlined in EIAR Chapter 12 (Biodiversity) sets out that: <i>'To mitigate loss of habitat, proposed planting incorporated into the Proposed Scheme will be implemented by the appointed contractor listed below:</i></p> <ul style="list-style-type: none"> ▪ 1055 no. trees planted; ▪ 590m of proposed hedgerow; ▪ 20,560m² of proposed species rich grassland; ▪ 3,450m² of proposed ornamental planting; ▪ 5,525m² of proposed native planting; and ▪ 43,140m² of proposed amenity grassland planting.' <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) for more detailed information.</p>
4.2.1	Biodiversity	GI2 Objective 5:	<i>'To protect and enhance the County's hedgerow network, in particular hedgerows that form townland, parish and barony boundaries recognising their historic and cultural importance in addition to their ecological importance and increase hedgerow coverage using locally native species including a commitment for no net loss of hedgerows on any development site and to take a proactive approach to protection and enforcement.'</i>	<p>The Proposed Scheme is compliant with this objective to protect and enhance the hedgerows network. As outlined in EIAR Chapter 12 (Biodiversity) sets out that there are a number of hedgerows along the Proposed Scheme, including Hedgerows (WL1) that: <i>'Most of the hedgerows which were recorded along the Proposed Scheme consisted of screening vegetation at commercial properties, along roadsides and within the vegetated median of larger roads. Substantial areas of this habitat type are present along R819 Greenhills Road, at Bancroft Park, Tymon Park, L4004 Calmount Road, Crumlin Children's Hospital, R134 New Nangor Road and on the road medians along R810 Naas Road. This habitat was identified along road medians at Belgard Square, Main Street Tallaght, along R110 Dolphins Barn Street and along R112 Walkinstown Avenue.'</i></p> <p>It comments under Section 12.5.1.2 (habitats) that: <i>'Where practicable, areas of vegetation including habitats of Local Importance (Higher Value), such as mixed broadleaved woodland, scattered trees and parkland, treelines and hedgerow habitat types, which lie within the footprint, or along the boundary of the Proposed Scheme, will be retained.'</i> (underlining emphasis)</p> <p>It further sets out that: <i>'To mitigate the loss of habitat, proposed planting incorporated into the Proposed Scheme will be implemented by the appointed contractor listed below and displayed on the Landscaping General Arrangement [BCIDD-ACM-ENV_LA-0809_XX_00-DR-LL-9001] in Volume 3 of this EIAR.</i></p> <ul style="list-style-type: none"> ▪ 1055 no. trees planted; ▪ 590m of proposed hedgerow; ▪ 20,560m² of proposed species rich grassland; ▪ 3,450m² of proposed ornamental planting; ▪ 5,525m² of proposed native planting; and ▪ 43,140m² of proposed amenity grassland planting.' <p>The assessment concluded that: <i>'Following the implementation of the mitigation measures the Proposed</i></p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
				<p><i>Scheme will not result in any significant residual effects on the Key Ecological Receptors identified on its own, or cumulatively together with other proposed developments during the Construction and Operational Phase.</i></p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) for more detailed information.</p>
4.2.2	Sustainable Water Management	Policy GI3: Sustainable Water Management	<p><i>'Protect and enhance the natural, historical, amenity and biodiversity value of the County's watercourses. Require the long-term management and protection of these watercourses as significant elements of the County's and Region's Green Infrastructure Network and liaise with relevant Prescribed Bodies where appropriate. Accommodate flood waters as far as possible during extreme flooding events and enhance biodiversity and amenity through the designation of riparian corridors and the application of appropriate restrictions to development within these corridors.'</i></p>	<p>The Proposed Scheme is compliant with this objective as consideration has been given to the protection and enhancement of the natural, historical, amenity and biodiversity value of the County's watercourses. EIAR Chapter 13 (Water) has concluded that: <i>'Considering all requirements for compliance with the WFD, the Proposed Scheme will not cause a deterioration in status in any water body and will not prevent it from achieving GES or GEP. There will be no cumulative impacts with other developments, and it complies with other environmental legislation. It can be concluded that the Proposed Scheme complies with all requirements of the WFD.'</i></p> <p><i>'Taking into consideration the impacts of the Proposed Scheme on the biological, physico-chemical and hydromorphological quality elements, it is concluded that following the implementation of design and mitigation measures, it will not compromise progress towards achieving GES or GEP or cause a deterioration of the overall status of the waterbodies that are in scope. 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 complaint with WFD and therefore does not require assessment under Article 4.7 of the WFD.'</i></p> <p>Refer to Chapter 13 (Water) for more detailed information.</p>
4.2.2	Sustainable Water Management	Policy GI4: Sustainable Urban Drainage Systems	<p><i>'Require the provision of Sustainable Urban Drainage Systems (SUDS) in the County and maximise the amenity and biodiversity value of these systems.'</i></p>	<p>The Proposed Scheme aligns with the objective as it includes green infrastructure initiatives such as Sustainable Urban Drainage (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 4 (Proposed Scheme Description) and Chapter 13 (Water) in Volume 2 of the EIAR.</p>
4.2.5	Landscape, Natural, Cultural and Built Heritage	Policy GI7: Landscape, Natural, Cultural and Built Heritage	<p><i>'Protect, conserve and enhance landscape, natural, cultural and built heritage features, and support the objectives and actions of the County Heritage Plan.'</i></p>	<p>The Proposed Scheme is compliant with this objective as it will protect, conserve and enhance landscape, natural, cultural and built heritage features. As outlined in EIAR Chapter 17 (Landscape (Townscape) & Visual) found in relation to the Operational Phase that:</p> <p><i>'the Proposed Scheme will give rise to some degree of townscape and visual effect, most notably during the Construction Phase. These impacts arise especially where there is temporary and / or permanent acquisition of lands associated with residential or other properties including amenities, and where tree removal is required. The Proposed Scheme includes for replacement of disturbed boundaries, reinstatement of the Construction Compounds, return of temporary acquisition areas, and for replacement or additional tree and other planting where possible along the Proposed Scheme.'</i></p> <p>Chapter 16 (Architectural Heritage) has concluded that in regard to the construction phase: <i>'There will still be a risk of damage to architectural heritage structures, buildings, boundary walls, and street furniture from vibration from HGV movement associated with construction activities and collisions during the Construction Phase.'</i></p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
				<p><i>In addition to direct impacts, there will be a visual impact on the settings of buildings or structures of architectural importance which will also impact on their amenity value. These will be temporary, however.</i></p> <p><i>There will be no residual impacts following mitigation measures during operation.'</i></p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR.</p>
4.2.5	Landscape, Natural, Cultural and Built Heritage	GI7 Objective 1	<i>'To protect, conserve and enhance natural, built and cultural heritage features and restrict development that would have a negative impact on these assets in accordance with the provisions of Chapter 3 Natural, Cultural and Built Heritage of this Development Plan.'</i>	<p>The Proposed Scheme is compliant with this objective as it will protect, conserve and enhance natural, built and cultural heritage features and restrict development that would have a negative impact on these assets. As outlined in EIAR Chapter 12 (Biodiversity) has found that during the Construction Phase <i>'following the implementation of mitigation the Proposed Scheme will not result in any significant residual effects above the local scale on the KERs identified on its own, or cumulatively together with other proposed developments during the Construction Phase.'</i></p> <p>During the Operational Phase it was found that: <i>'Following the implementation of the mitigation measures outlined, the Proposed Scheme will not result for the most part in any significant residual effects during the Operational Phase above the local scale on the KERs identified.'</i></p> <p>Chapter 16 (Architectural Heritage) has concluded that in regard to the construction and operational phases: <i>Once the mitigation measures have been implemented, there will be no significant residual adverse impact on the architectural heritage resource, as a result of the Construction Phase of the Proposed Scheme.</i></p> <p>Refer to Chapters 12 (Biodiversity) and Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR for more information.</p>
4.2.5	Landscape, Natural, Cultural and Built Heritage	GI7 Objective 2	<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, in accordance with the provisions of South Dublin's Landscape Character Assessment and the provisions of Chapter 3 Natural, Cultural and Built Heritage of this Development Plan.'</i>	<p>The Proposed Scheme aligns with the objective as the overall landscape and urban realm design strategy for the route aims to protect and enhance where possible views surrounding the Proposed Scheme. 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.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR for further details.</p>
11	Infrastructure and Environmental Services	Policy IE1: Overarching Policy	<i>'Ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital.'</i>	<p>The Proposed Scheme has been subject to an Environmental Impact Assessment (EIA) and its Environmental Impact Assessment Report (EIAR) includes mitigation to address any potential negative impacts. The Proposed Scheme has been subject to an iterative design development process which has sought insofar as practicable to avoid or reduce negative impacts.</p> <p>The EIAR has reviewed all relevant environmental legislation and considers the sustainable management of natural resources.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
11.2	Surface Water and Groundwater	Policy IE3	<i>'Surface Water and Groundwater Manage surface water and protect and enhance ground and surface water quality to meet the requirements of the EU Water Framework Directive'</i>	<p>The Proposed Scheme is compliant with this objective as consideration has been given to Surface Water and Groundwater Manage surface waters and the protection and enhancement of ground and surface water quality to meet the requirements of the EU Water Framework Directive'. As outlined in Chapter 13 (Water) has found the following: <i>'Considering all requirements for compliance with the WFD, the Proposed Scheme will not cause a deterioration in status in any water body and will not prevent it from achieving GES or GEP. There will be no cumulative impacts with other developments, and it complies with other environmental legislation. It can be concluded that the Proposed Scheme complies with all requirements of the WFD. Taking into consideration the impacts of the Proposed Scheme on the biological, physico-chemical and hydromorphological quality elements, it is concluded that following the implementation of design and mitigation measures, it will not compromise progress towards achieving GES or GEP or cause a deterioration of the overall status of the waterbodies that are in scope. 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.'</i></p> <p>Refer to Chapter 13 ((Water) in Volume 2 of the EIAR for further details.</p>
11.3	Flood Risk Management	IE4 Objective 1	<i>'To require site specific flood risk assessments to be undertaken for all new developments within the County in accordance with The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009) and the requirements of DECLG Circular P12/2014 and the EU Floods Directive'</i>	<p>Site specific flood risk management assessment have been undertaken as part of the Proposed Scheme. Chapter 13 (Water) includes an overview of flood risk, as follows:</p> <p><i>There is no risk of coastal flooding to the site in the present, or in a future climate change scenario. There are multiple sections of the route which are located within the 1 in 10-year fluvial flood extents, and are therefore located within Flood Zone A.</i></p> <p>Following implementation of the mitigation measures in Chapter 13 (Water) in Volume 2 of the EIAR and the SWMP within the CEMP (Appendix A5.1 in Volume 4 of this EIAR), there are no significant impacts predicted on any of the receptors in this study area during the Construction Phase. During the Operation Phase an imperceptible beneficial permanent impact on surface water runoff is anticipated for the Dodder_040, Poddle_010 and Camac_040. No significant impacts are anticipated for any other waterbody in the study area.</p> <p>In addition to the above, further detailed information on flood risk is at Appendix A13.2 which includes a Site Specific Flood Risk Assessment (FRA).</p> <p>The Proposed Scheme is therefore compliant with this objective.</p> <p>Refer to Chapter 13 (Water) in Volume 2 of the EIAR for further details.</p>
11.6	Environmental Quality: Air, Noise and Light	Policy IE7 Environmental Quality	<i>'Seek to take appropriate steps to reduce the effects of air, noise and light pollution on environmental quality and residential amenity in line with European, National and Regional policy and legislation.'</i>	<p>The improvements to sustainable modes provision as a result of the Proposed Scheme will facilitate a reduction in congestion, reduced greenhouse gas (GHG) emissions and associated air quality improvements along the Proposed Scheme, resulting in enhanced community wellbeing.</p> <p>EIAR Chapter 11 (Human Health) states that <i>'No significant residual impacts on human health are predicted due to construction of the Proposed Scheme.'</i></p> <p>It also found during the Operational Phase that <i>'The Proposed Scheme is expected to have a significantly positive contribution on health outcomes related to</i></p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
				<p><i>increased physical activity, equitable access to services and improved safety for vulnerable road users.'</i></p> <p>EIAR Chapter 9 (Noise & Vibration) sets out that: <i>'Once the various mitigation measures are put in place, noise impacts associated with the Construction Phase will be Negative, Not Significant to Slight to Moderate and Temporary during all key Construction Phases during daytime periods'</i></p> <p>It continues: <i>'Once operational, there will be a direct positive, imperceptible to slight impact along the Proposed Scheme due to a reduction in traffic volumes during both the year of opening and the design year.</i></p> <p><i>During the year of opening, 2028, increased traffic noise levels will occur along a small number of roads adjacent to the Proposed Scheme as a result of traffic re-distribution during daytime periods. During this initial short to medium term phase, an indirect, positive, imperceptible to slight and short to medium-term to indirect, negative, moderate and short to medium-term impact is calculated.</i></p> <p><i>During the Design Year (2043), increased traffic noise levels will occur along a small number of roads adjacent to the Proposed Scheme as a result of traffic re-distribution during daytime periods. During the long-term phase, residual impacts are calculated as indirect, positive, imperceptible to slight and long-term to indirect, negative, slight and long-term".</i></p> <p>There are no significant residual Operational Phase noise or vibration impacts associated with the Proposed Scheme, whilst meeting the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of this EIAR.</p> <p>The Proposed Scheme provides lighting as appropriate to the end use. Some existing public lighting will be upgraded along the scheme, including light emitting diode (LED) lanterns which will be the light source for any new or relocated public lighting provided. All new lighting shall aim to minimise the effects of obtrusive light at night and reduce visual impact during daylight.</p>
11.6	Environmental Quality: Air, Noise and Light	IE7 Objective 5	<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 the Dublin Regional Air Quality Management Plan (Dublin City Council, Fingal County Council, South Dublin County Council and Dun Laoghaire-Rathdown County Council, 2021) has been considered as part of the Proposed Scheme.</p> <p>Chapter 9 (Noise & Vibration) sets out that: <i>'Once the various mitigation measures are put in place, noise impacts associated with the Construction Phase will be Negative, Not Significant to Slight to Moderate and Temporary during all key Construction Phases during daytime periods.'</i></p> <p>It continues: <i>'Once operational, there will be a direct positive, imperceptible to slight impact along the Proposed Scheme due to a reduction in traffic volumes during both the year of opening and the design year.</i></p> <p><i>During the year of opening, 2028, increased traffic noise levels will occur along a small number of roads adjacent to the Proposed Scheme as a result of traffic re-distribution during daytime periods. During this initial short to medium term phase, an indirect, positive, imperceptible to slight and short to medium-term to indirect, negative, moderate and short to medium-term impact is calculated.</i></p> <p><i>During the Design Year (2043), increased traffic noise levels will occur along a small number of roads adjacent to the Proposed Scheme as a result of traffic re-distribution</i></p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
				<p>during daytime periods. During the long-term phase, residual impacts are calculated as indirect, positive, imperceptible to slight and long-term to indirect, negative, slight and long-term”.</p> <p>There are no significant residual Operational Phase noise or vibration impacts associated with the Proposed Scheme, whilst meeting the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of this EIAR. Refer to Chapter 7 (Air Quality) and Chapter 8 (Climate) in Volume 2 of the EIAR for further details.</p>

1.2 South Dublin County Council Development Plan 2022-2028 – Zoning Objectives

Table 1.2: SDCC Development Plan 2022-2028 – Zoning Objectives (SDCC 2022)

Zoning Objective	Objective
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 subject to a development framework or plan for the area incorporating phasing and infrastructure delivery.</i>
EE – Enterprise and Employment	<i>To provide for enterprise and employment related uses.</i>
VC – Village Centre	<i>To protect, improve and provide for the future development of Village Centres.</i>
TC – Town Centre	<i>To protect, improve and provide for the future development of Town Centres.</i>
LC – Local Centre	<i>To protect, improve and provide for the future development of Local Centre</i>

2. Dublin City Council

2.1 Dublin City Development Plan Policies and Objectives 2022-2028

Table 2.1: Dublin City Development Plan Policies and Objectives 2022-2028 (DCC 2022)

Section	Chapter Title / Sub-Heading	Bullet Point Objective/ Policy No.	Paragraph / Policy / Objective	Project Response
1.9.2	UN Sustainable Development Goals	SCV1	'Policy SCV1 United Nations Sustainability Goals <i>It is the policy of Dublin City Council to contribute, via this development plan, towards achievement of the 17 Sustainable Development Goals of the United Nations' 2030 Agenda for Sustainable Development as per link https://sdgs.un.org/goals</i>	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. Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3.5	Climate Policies and Objectives	CA1	'National Climate Action Policy <i>To support the implementation of national objectives on climate change including the 'Climate Action Plan 2021: Securing Our Future' (including any subsequent updates to or replacement thereof), the 'National Adaptation Framework' 2018 and the 'National Energy and Climate Plan for Ireland 2021-2030' and other relevant policy and legislation.'</i>	The Proposed Scheme aligns with the objective, as it comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3.5	Climate Policies and Objectives	CA2	'Mitigation and Adaptation <i>To prioritise and implement measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice.'</i>	The Proposed Scheme aligns with the objective through the development of transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. 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 minor, negative and short-term residual impact on climate as a result of the Construction Phase of the Proposed Scheme. A greater increase in sustainable mode share will in turn lead to further reductions in GHG emissions, beyond those reported in the above assessment. The Proposed Scheme has the potential to reduce GHG emissions equivalent to the removal of approximately 18,420 and 44,230 car trips per weekday from the road network in 2028 and 2043 respectively. It is concluded that the Proposed Scheme will make a significant contribution to reduction in carbon emissions provided the measures outlined in the traffic optimisation and bus frequency resilience analysis are employed i.e., the service pattern and frequency of bus services are increased into the future to accommodate additional demand without having a significant negative impact on bus journey time reliability. Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.

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3.5	Climate Policies and Objectives	CA01	‘Dublin City Council Climate Change Action Plan <i>To implement Dublin City Council’s 2019 Climate Change Action Plan in consultation and partnership with stakeholders including the Dublin Metropolitan Climate Action Regional Office (CARO), Codema, residents and elected representatives’</i>	The Proposed Scheme aligns with the objective as it has considered the Dublin City Council Climate Change Action Plan 2019. The Proposed Scheme will promote modal shift from private car to more sustainable forms of transport with increased bus priority which are key actions in the plan. Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3.5.1	Sustainable Settlement Patterns	CA3	‘Climate Resilient Settlement Patterns, Urban Forms and Mobility <i>To support the transition to a low carbon, climate resilient city by seeking sustainable settlement patterns, urban forms and mobility in accordance with the National Planning Framework 2018 and the Regional Spatial and Economic Strategy 2019.’</i>	The Proposed Scheme aligns with the objective as Chapter 6 (Traffic and Transport) of the EIAR has considered the sustainability principles as set out in the various policy documents. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3.5.1	Sustainable Settlement Patterns	CA4	‘Improving Mobility Links in Existing Areas <i>To support retrofitting of existing built-up areas with measures which will contribute to their meeting the objective of a low-carbon city, such as reopening closed walking and cycling links or providing new links between existing areas’</i>	As part of the Proposed Scheme improved mobility links will include two-way cycle tracks and footways at Parkview, to enhance permeability and accessibility, formalising existing desire lines between Birchview Avenue and Treepark Road to local amenities including Tymon Park, Tallaght Theatre and Castletymon Road, where a number of schools exist, extension to the Greenhills Road with new pedestrian and cyclists facilities along their full lengths and new pedestrian and cyclist bridges at the R134 New Nagor Road, R110 Long Mile Road and R180 Naas Road to provide improved mobility across this busy junction. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3.5.1	Sustainable Settlement Patterns	CA5	‘Climate Mitigation and Adaptation in Strategic Growth Areas <i>To ensure that all new development including in Strategic Development and Regeneration Areas integrate appropriate climate mitigation and adaptation measures. See also Section 15.4.3. Sustainability and Climate Action and Section 15.7.3 Climate Action and Energy Statement.’</i>	The Proposed Scheme will provide a greater increase in sustainable mode share will in turn lead to further reductions in GHG emissions, beyond those reported in the above assessment. The Proposed Scheme has the potential to reduce GHG emissions equivalent to the removal of approximately 18,420 and 44,230 car trips per weekday from the road network in 2028 and 2043 respectively. Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
3.5.2	The Built Environment	CA8	‘Climate Adaptation Actions in the Built Environment <i>To require low carbon development in the city which will seek to reduce carbon dioxide emissions, and which will meet the highest feasible environmental standards during construction and occupation, see Section 15.7.1 when dealing with development proposals. New development should generally</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. The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The Proposed Scheme is not predicted to give rise to significant waste impacts. A Construction and Demolition Resource and Waste Management Plan (CDRWMP) has been produced and ensures that the any waste arising

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			<p><i>demonstrate/ provide for: (inter alia)</i></p> <p><i>f. minimising the generation of site and construction waste and maximising reuse or recycling;</i></p> <p><i>g. the use of construction materials that have low to zero embodied energy and CO2 emissions;'</i></p>	<p>from construction will be managed in line with the Waste Management Act 1996.</p> <p>Refer to Chapter 8 (Climate), Chapter 18 (Waste and Resources) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.2	The Built Environment	CA9	<p>'Climate Adaptation Actions in the Built Environment</p> <p><i>Development proposals must demonstrate sustainable, climate adaptation, circular design principles for new buildings / services / site. The council will promote and support development which is resilient to climate change. This would include: (inter alia):</i></p> <p><i>c. minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS);</i></p> <p><i>d. reducing flood risk, damage to property from extreme events – residential, public and commercial;</i></p> <p><i>e. reducing risks from temperature extremes and extreme weather events to critical infrastructure such as roads, communication networks, the water/drainage network, and energy supply;</i></p> <p><i>f. promoting, developing and protecting biodiversity, novel urban ecosystems and green infrastructure'</i></p>	<p>The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials, where possible.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA assessment has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Following the application of mitigation measures, it is expected that there will be a minor, short-term and negative residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in GHG emissions, beyond those reported in the above assessment. The Proposed Scheme has the potential to reduce GHG emissions equivalent to the removal of approximately 18,420 and 44,230 car trips per weekday from the road network in 2028 and 2043 respectively. The Proposed Scheme will provide the infrastructure necessary for sustainable transport provision that will make a significant contribution to reduction in carbon emissions.</p> <p>As part of the Proposed Scheme opportunities had been identified to enhance biodiversity through green infrastructure.</p> <p>Refer to Chapter 8 (Climate), Chapter 12 (Biodiversity) Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.4	Construction and Demolition Waste	CA23	<p>'The Circular Economy</p> <p><i>To support the shift towards the circular economy approach as set out in a Waste Action Plan for a Circular Economy 2020 to 2025, Ireland's National Waste Policy, as updated together with The Whole of Government Circular Economy Strategy 2022-2023.</i></p> <p><i>https://www.gov.ie/en/publication/b542dwhole-of-government-circular-economy-strategy-2022-2023-living-more-using-less/</i></p>	<p>The Proposed Scheme aligns with the objective as the Waste Action Plan for a Circular Economy 2020 to 2025, Ireland's National Waste Policy, as updated together with The Whole of Government Circular Economy Strategy 2022- 2023 was considered. Circular economy principles and the waste hierarchy have been assessed within the EIAR.</p> <p>Refer to Chapter 18 (Waste & Resources) in Volume 2 of the EIAR for further details.</p>
3.5.6	Flood Resilience and Water	CA26	<p>'Flood and Water Resource Resilience</p> <p><i>To support, encourage and facilitate the delivery of soft, green and grey adaptation measures to enhance flood</i></p>	<p>Chapter 13 (Water) includes an overview of flood risk.</p> <p>Following implementation of the mitigation measures in Chapter 13 (Water) in Volume 2 of the EIAR and the SWMP within the CEMP (Appendix A5.1 in Volume 4 of this EIAR), there are no significant impacts predicted on</p>

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			<i>and water resource resilience in the city and support the delivery of grey adaptation measures to enhance flood and water resource resilience where necessary.'</i>	any of the receptors in this study area during the Construction or Operational Phases. In addition to the above, further detailed information on flood risk is at Appendix A13.2 which includes a Site Specific Flood Risk Assessment (FRA).
3.5.6	Flood Resilience and Water	CA28	'Natural Flood Risk Mitigation' <i>To encourage the use of natural flood risk mitigation or nature based solutions including integrated wetlands, green infrastructure, and Sustainable Drainage Systems (SuDS) as part of wider adaptation and mitigation responses to achieve flood resilience.'</i>	The Proposed Scheme aligns with the objective. A Flood Risk Assessment has been undertaken and has helped to shape the design response. Design principles included exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS measures were designed to provide sufficient storage to ensure no increase in existing runoff rates. Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) Appendix A13.2 which includes a Site Specific Flood Risk Assessment (FRA) in Volume 2 of the EIAR for further details.
3.5.7	Green Infrastructure and Nature Based Solution	CA29	'Climate Action and Green Infrastructure' <i>To protect, connect and expand the city's Green Infrastructure while optimising the climate change adaptation and mitigation services it provides.'</i>	The Proposed Scheme has used green infrastructure initiatives such as SuDS. SuDS measures were designed to attenuate runoff for any newly paved areas. The Proposed Scheme aligns with the objectives and actions set out in the National Adaptation Framework. Responses to risks from climate change on the integrity of the infrastructure has been considered both in the design and approach taken and the EIAR. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) for further details.
4.5.1	Approach to the inner City and Docklands	SC1	'Consolidation of the Inner City' <i>To consolidate and enhance the inner city, promote compact growth and maximise opportunities provided by existing and proposed public transport by linking the critical mass of existing and emerging communities such as Docklands, Heuston Quarter, Grangegorman, Stoneybatter, Smithfield, the Liberties, the Northeast Inner City and the south and north Georgian cores with each other, and to other regeneration areas.'</i>	The Proposed Scheme will enhance the capacity of sustainable transport provision. The Proposed Scheme will improve the efficiency of Dublin's road network and as a consequence will help to achieve greater land use densities that will promote compact growth. One of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
4.5.1	Approach to the inner City and Docklands	SC2	'City's Character' <i>To develop the city's character by (inter alia):</i> <ul style="list-style-type: none"> <i>cherishing and enhancing Dublin's renowned streets, civic spaces and squares;</i> <i>developing a sustainable network of safe, clean, attractive streets, pedestrian routes and large pedestrian zones lanes and cycleways in order to make the city</i> 	The Proposed Scheme aligns with the policy objective as it will provide segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. In addition, along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. Furthermore, opportunities have been sought to enhance the public realm and landscape design, where possible.

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			<i>more coherent and navigable and creating further new streets as part of the public realm when the opportunities arise;</i>	Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
4.5.1	Approach to the inner City and Docklands	SC5	'Urban Design and Architectural Principles <i>To promote the urban design and architectural principles set out in Chapter 15, and in the Dublin City Public Realm Strategy 2012, in order to achieve a climate resilient, quality, compact, well-connected city and to ensure Dublin is a healthy and attractive city to live, work, visit and study in.'</i>	The Proposed Scheme aligns with the objective as it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme. The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape, where possible. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) and Visual) for further details.
4.5.2	Approach to the Inner Suburbs and Outer City as Part of the Metropolitan Area	SC8	'Development of the Inner Suburbs <i>To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport services and enhanced walking and cycling infrastructure.'</i>	The BusConnects Programme, of which the Proposed Scheme is part, is an objective the Metropolitan Area Strategic Plan. The Proposed Scheme will provide the infrastructure necessary to support sustainable public transport and active travel options that will encourage increased density along the corridor. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
4.5.2	Approach to the Inner Suburbs and Outer City as Part of the Metropolitan Area	SC9	'Key Urban Villages, Urban Villages and Neighbourhood Centres <i>To develop and support the hierarchy of the suburban centres, including Key Urban Villages, Urban Villages and Neighbourhood Centres, in order to (inter alia):</i> <ul style="list-style-type: none"> • <i>support the sustainable consolidation of the city and align with the principles of the 15 minute city; and</i> • <i>provide for the essential economic and community support for local neighbourhoods.'</i> 	The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city and help to achieve the principles of the 15 minute city. The Proposed Scheme will bring greater accessibility to the entire community and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
4.5.3	Urban Density	SC11	'Compact Growth <i>In alignment with the Metropolitan Area Strategic Plan, to promote compact growth and sustainable densities through the consolidation and intensification of infill and brownfield lands, particularly</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. The Proposed Scheme will have regard to standards for good neighbourhoods, quality urban design and

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			<p>on public transport corridors, which will:</p> <ul style="list-style-type: none"> • enhance the urban form and spatial structure of the city; • be appropriate to their context and respect the established character of the area; • include due consideration of the protection of surrounding communities and provide for enhanced amenities for existing and future residents; • be supported by a full range of social and community infrastructure such as schools, shops and recreational areas; • and have regard to the criteria set out in Chapter 15: Development Standards, including the criteria and standards for good neighbourhoods, quality urban design and excellence in architecture.' 	<p>excellence in architecture. For example, the Proposed Scheme will include enhanced with new planting, and a redefined public realm with cycle facilities at Walkinstown Roundabout, reconfiguration of the junction of Walkinstown Road and Long Mile Road to create a new public open space with new mature trees and raised planters with seating opportunities and a new public space at Bangor Road and Clonard Road which will be upgraded to create public realm space.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) and Visual) for further details.</p>
4.5.3	Urban Density	SC13	<p>'Green Infrastructure <i>To recognise and promote Green Infrastructure and landscape as a key mechanism to address climate change and as an integral part of the form and structure of the city, including streets and public spaces.'</i></p>	<p>The Proposed Scheme aligns with the objective as the overall landscape and urban realm design strategy for the route aims to create attractive, consistent, functional and accessible places. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.5	Urban Design and Architecture	SC19	<p>'High Quality Architecture <i>To promote development which positively contributes to the city's built and natural environment, promotes healthy placemaking and incorporates exemplar standards of high-quality, sustainable and inclusive urban design and architecture befitting the city's environment and heritage and its diverse range of locally distinctive neighbourhoods.'</i></p>	<p>The Proposed Scheme aligns with the objective as it aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable, including Urban Design Manual – A Best Practice Guide and the Design Manual for Urban Roads and Streets (2013).</p> <p>Refer to Chapter 6 (Traffic & Transport), Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

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4.5.5	Urban Design and Architecture	SC20	'Urban Design <i>Promote the guidance principles set out in the Urban Design Manual – A Best Practice Guide and in the Design Manual for Urban Roads and Streets (2019).'</i>	The Proposed Scheme aligns with the objective as it has considered the Design Manual for Urban Roads and Streets and the Design Manual for Urban Roads and Streets (2013). It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. The Proposed Scheme has considered the relevant guidance, where applicable. Refer to Chapter 6 (Traffic & Transport), Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
4.5.5	Urban Design and Architecture	SC22	'Historical Architectural Character <i>To promote understanding of the city's historical architectural character to facilitate new development which is in harmony with the city's historical spaces and structures.'</i>	It is anticipated that there will be no significant residual adverse impacts on the architectural heritage resources as a result of the Construction and Operational Phase of the Proposed Scheme. Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
5.5.3	Healthy Placemaking and the 15 Minute City	QHSN11	'15-Minute City <i>To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.'</i>	The Proposed Scheme aligns with the objective as it will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure. Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm. 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.
5.5.3	Healthy Placemaking and the 15 Minute City	QHSN12	'Neighbourhood Development <i>To encourage neighbourhood development which protects and enhances the quality of our built environment and supports public health and community wellbeing. Promote developments which:</i> <ul style="list-style-type: none"> • <i>build on local character as expressed in historic activities, buildings, materials, housing types or local landscape in order to harmonise with and further develop the unique character of these places;</i> • <i>integrate active recreation and</i> 	The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary to create a more efficient and sustainable transport system that encourages density within Dublin City leading to a more compact urban form. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It will create an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable. The Proposed Scheme will create opportunities for building in regular physical activity into daily life through the improved pedestrian and cycling facilities, as well as through walking to and from bus stops. It is predicted that this will result in positive health outcomes as some people

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			<p><i>physical activity facilities including community centres and halls as part of the 15-minute city;</i></p> <ul style="list-style-type: none"> • <i>encourage sustainable and low carbon transport modes through the promotion of alternative modes and 'walkable communities' whereby a range of facilities and services will be accessible within short walking or cycling distance;</i> • <i>promote and implement low traffic neighbourhoods to ensure a high quality built environment and encourage active travel in delivering the 15 minute city model.</i> • <i>promote sustainable design through energy efficiency, use of renewable energy and sustainable building materials and improved energy performance;</i> • <i>promote the development of healthy, liveable and attractive places through public realm and environmental improvement projects;</i> • <i>cater for all age groups and all levels of ability / mobility and ensuring that universal design is incorporated to maximise social inclusion;</i> • <i>provide the necessary inclusive community facilities and design features to promote independence for older people and to maximise quality of life;</i> • <i>have regard to the Guiding Principles for 'Healthy Placemaking' and 'Integration of Land Use and Transport' as set out in the</i> 	<p>will change their travel behaviours and benefit from increased regular physical activity as a result.</p> <p>Several urban realm upgrades, including widened footpaths, high quality hard and soft landscaping and street furniture will be provided in areas of high activity to contribute towards a safer, more attractive environment for pedestrians.</p> <p>Refer to Chapter 6 (Traffic & Transport), Chapter 11 (Human Health) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

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			<p><i>Regional Spatial and Economic Strategy and national policy as set out in 'Sustainable Residential Development in Urban Areas' and the 'Design Manual for Urban Roads and Streets (DMURS)';</i></p> <ul style="list-style-type: none"> <i>are designed to promote safety and security and avoid anti-social behaviour'.</i> 	
5.5.3	Healthy Placemaking and the 15 Minute City	QHSN13	<p>'15-Minute City</p> <p><i>To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible'</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the entire community and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.4	Social Inclusion	QHSN14	<p>'High Quality Living Environment</p> <p><i>To support the entitlement of all members of the community to enjoy a high quality living environment and to support local communities, healthcare authorities and other bodies involved in the provision of facilities for groups with specific design/ planning needs.'</i></p>	<p>The Proposed Scheme aligns with the objective as it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme. The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape, where possible.</p> <p>An audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was carried out in 2020 in order to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.4	Social Inclusion	QHSN16	<p>'Accessible Built Environment</p> <p><i>To promote built environments and outdoor shared spaces which are accessible to all. New developments must be in accordance with the seven principles of Universal Design as advocated by the National Disability Authority, Building For Everyone: A Universal Design Approach 2012 and consistent with obligations under Article 4 of the United Nations Convention on the</i></p>	<p>The Proposed Scheme aligns with the objective as an audit of the existing infrastructure provided for people with disabilities along the Proposed Scheme was carried out in 2020. The audit was undertaken in order to identify any existing issues for mobility-impaired persons and to inform the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation, where possible.</p> <p>The Proposed Scheme identifies that the use of the 60mm set down kerb between the footpath and the cycle track is of particular importance for guide dogs, whereby the use</p>

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			<i>Rights of People with Disabilities.'</i>	of white line segregation is not as effective for establishing a clear understanding of the change of pavement use and potential for cyclist/pedestrian interactions. The Proposed Scheme has also prioritised, where possible, the use of island bus stops, including signal call button for crossing of cycle tracks, to manage the interaction between the various modes with the view to providing a balanced safe solution for all modes. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
5.5.4	Social Inclusion	QHSN17	'Sustainable Neighbourhoods' <i>To promote sustainable neighbourhoods which cater to the needs of persons in all stages of their lifecycle, e.g., children, people of working age, older people, people living with dementia and people with disabilities.'</i>	The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. An audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was conducted in 2020 in order to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation where possible. It has been designed to include: <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience 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. Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
5.5.4	Social Inclusion	QHSN18	'Needs of an Ageing Population' <i>To support the needs of an ageing population in the community with reference to housing, mobility and the public realm having regard to Age Friendly Ireland's 'Age Friendly Principles and Guidelines for the Planning Authority 2020', the Draft Dublin City Age Friendly Strategy 2020-2025 and Housing Options for our Aging Population 2019.'</i>	The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. An audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was conducted in 2020 in order to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other

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				<p>non-motorised users were considered to provide suitable separation, where possible.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages. <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.1	Ireland's Internationally Competitive Capital	CEE1	<p>'Dublin's Role as the National Economic Engine</p> <p>Inter alia: (i) <i>To promote and enhance the role of Dublin as the national economic engine and driver of economic recovery and growth, with the city centre as its core economic generator.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability, connectivity and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.</p>
6.5.1	Ireland's Internationally Competitive Capital	CEE2	<p>'Positive Approach to the Economic Impact of Applications</p> <p><i>To take a positive and proactive approach when considering the economic impact of major planning applications in order to support economic development, enterprise and employment growth and also to deliver high quality outcomes.'</i></p>	<p>The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 10 (Population) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.3	Climate Action and Quality of Life	CEE12	<p>'Transition to a Low Carbon, Climate Resilient City Economy</p> <p><i>To support the transition to a low carbon, climate resilient city economy, as part of, and in tandem with, increased climate action mitigation and adaptation measures.'</i></p>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA assessment has been conducted according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Following the application of mitigation measures such as reusing materials and sourcing materials locally, it is expected that there will be a negative, minor and short-term residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in GHG emissions, beyond those reported in the above assessment. The Proposed Scheme has the potential to reduce GHG emissions equivalent to the removal of approximately 18,420 and 44,230 car trips per weekday from the road network in 2028 and 2043 respectively.</p> <p>It is concluded that the Proposed Scheme will make a significant contribution to reduction in carbon emissions provided the measures outlined in the traffic optimisation and bus frequency resilience analysis are employed i.e., the service pattern and frequency of bus services are increased into the future to accommodate additional demand without having a significant negative impact on bus journey time reliability.</p>

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				Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
6.5.3	Climate Action and Quality of Life	CEE14	'Quality of Place' <i>To recognise that 'quality of place', 'clean, green and safe', is crucial to the economic success of the city, in attracting foreign and domestic investment, and in attracting and retaining key scarce talent, residents and tourists.'</i>	The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
6.5.5	Regeneration and Vacancy	CEE19	'Regeneration Areas' <i>To promote and facilitate the transformation of Strategic Development and Regeneration Areas (SDRAs) in the city, as a key policy priority and opportunity to improve the attractiveness and competitiveness of the city, including by promoting high-quality private and public investment and by seeking European Union funding to support regeneration initiatives, for the benefit of residents, employees and visitors.'</i>	The Proposed Scheme aligns with the objective as one of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
7.5.8	Public Realm	CCUV37	'Plan Active and Healthy Streets' <i>To promote the development of a network of active, healthy, attractive, high quality, green, and safe streets and public spaces which are inviting, pedestrian friendly and easily navigable. The aspiration is to encourage walking as the preferred means of movement between buildings and activities in the city. In the case of pedestrian movement within major developments, the creation of a public street is preferable to an enclosed arcade or other passageway.'</i>	The Proposed Scheme aligns with the policy objective as it provides of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction. Refer to Chapter 6 (Traffic & Transport), Chapter 11 (Human Health) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
7.5.8	Public Realm	CCUV38	'High Quality Streets and Spaces' <i>To promote the development of high-quality streets and public spaces which are accessible and inclusive in accordance with the principles of universal design, and which deliver vibrant, attractive, accessible and safe places and meet the needs of the city's diverse communities regardless of age, ability, disability or gender.'</i>	The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. It ensures that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR for further details.
7.5.8	Public Realm	CCUV39	'Permeable, Legible and Connected Public Realm'	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

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			<i>To deliver a permeable, legible and connected public realm that contributes to the delivery of other key objectives of this development plan namely active travel and sustainable movement, quality urban design, healthy placemaking and green infrastructure.'</i>	feasible. Additional landscaping and outdoor amenities will be provided. The provision of a new pedestrian and cycle bridge at the junction of R134 New Nangor Road, R110 Long Mile Road and R810 Naas Road will improve pedestrian and cycling permeability and safety and at Parkview, the new sustainable transport link road will improve pedestrian permeability and accessibility to public transport as well as serving local attractions including Tymon Park, Tallaght Theatre and nearby schools. Refer to Chapter 4 (Proposed Scheme Description and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR and the Natura Impact Statement for further details.
7.5.8	Public Realm	CCUV41	'New Infrastructure Development <i>Infrastructure projects in Dublin City should ensure placemaking outcomes through a design-led approach. Dublin City Council will work the relevant agencies / infrastructure providers to achieve public realm enhancements in the design, implementation and delivery of infrastructure projects.'</i>	The Proposed Scheme aligns with the objective as it has considered the Design Manual for Urban Roads and Streets. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable. The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. Refer to Chapter 6 (Traffic & Transport), Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
7.5.8	Public Realm	CCUV44	'New Development <i>That development proposals should deliver a high quality public realm which is well designed, clutter-free, with use of high quality and durable materials and green infrastructure. New development should create linkages and connections and improve accessibility.'</i>	The Proposed Scheme aligns with the objective as it has considered the Design Manual for Urban Roads and Streets. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable. Refer to Chapter 6 (Traffic & Transport), Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
7.5.8	Public Realm	CCUVO15	'City Centre Public Realm Strategy <i>To support the review / update of the City Council's City Centre Public Realm Strategy - 'Your City Your Space' Public Realm Strategy 2012' and apply it for new / redevelopment public realm work throughout the Dublin City Council administrative area. The new Public Realm Strategy will adopt / provide for: (i) gender and age proofing of public realm projects; (ii) investment in / the use of assistive technology for vulnerable users of the public realm; (iii) good practice models in facilitating mobility aids, including scooters in the</i>	The Proposed Scheme aligns with the objective as the landscape and urban realm proposals for the Proposed Scheme are based on an urban context and landscape character analysis of the route. The proposals have been informed through discussions with the NTA, local authorities and stakeholders. The overall landscape and urban realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design, where possible. In the context of the above, the Proposed Scheme is therefore compliant with the Your City Your Space – Dublin City Public Realm Strategy. Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.

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			<i>public realm; and (iv) good practice models of public seating for older people with mobility issues.'</i>	
7.5.8	Public Realm	CCUVO16	<p>'Public Realm Plans / Masterplans <i>To support the implementation of the following public realm plans / masterplans (listed below) and companion manuals: '</i></p> <ul style="list-style-type: none"> • <i>The Heart of the City' Public Realm Masterplan for the City Core 2016;</i> • <i>Grafton Street Quarter Public Realm Improvement Plan, 2013;</i> • <i>Public Realm Masterplan for the North Lotts & Grand Canal Dock SDZ Planning Scheme 2014;</i> • <i>Temple Bar Public Realm Plan 2016;</i> • <i>Draft Markets Area Public Realm Plan 2022;</i> • <i>Other forthcoming public realm plans.'</i> 	The Proposed Scheme aligns with this objective as it has considered the relevant public realm plans / masterplans which are outlined in Appendix A2.1 Planning Report.
8.5.1	Addressing Climate Change through Sustainable Mobility	SMT1	<p>'Modal Shift and Compact Growth <i>To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel (Department of Transport, Tourism and Sport (DTTAS) 2009), GDA Transport Strategy (NTA, 2023) and the NTA's Integrated Implementation Plan</p> <p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City and its surrounds leading to a more compact urban form. The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city.</p> <p>Refer to Chapter 8 (Climate), Chapter 12 (Biodiversity) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.1	Addressing Climate Change through Sustainable Mobility	SMT2	<p>'Decarbonising Transport <i>To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.'</i></p>	<p>The primary objective of the Proposed Scheme through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency thereby contributing to an efficient, integrated and low carbon transport system.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.1	Addressing Climate Change through Sustainable Mobility	SMT01	<p>'Transition to More Sustainable Travel Modes <i>To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of</i></p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and active travel modes.</p> <p>It will provide the enhancement of cycling facilities along the Proposed Scheme.</p> <p>It has been designed to include:</p>

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			<i>the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/Luas); and 17% private (car/van/HGV/motorcycle).'</i>	<ul style="list-style-type: none"> • More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages. <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.2	Effective Integration of Land use and Transportation	SMT3	<p>‘Integrated Transport Network</p> <p><i>To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of an integrated transport network that services the needs of communities and businesses of Dublin City and the region.’</i></p>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.2	Effective Integration of Land use and Transportation	SMT4	<p>‘Integration of Public Transport Services and Development</p> <p><i>To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high quality urban places.’</i></p>	<p>The Proposed Scheme aligns with the objective as one of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.2	Effective Integration of Land use and Transportation	SMT6	<p>‘Mobility Management and Travel Planning</p> <p><i>To promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for new developments focused on promoting and providing for active travel and public transport use while managing vehicular traffic and servicing activity.’</i></p>	<p>The Proposed Scheme will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Public Realm, Place Making and Healthy Streets	SMT8	<p>‘Public Realm Enhancements</p> <p><i>To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council’s Public Realm Strategy (‘Your City – Your Space’), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter</i></p>	<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. For example, the Proposed Scheme will include enhanced new planting, and a redefined public realm with cycle facilities at Walkinstown Roundabout, reconfiguration of the junction of Walkinstown Road and Long Mile Road to create a new public open space with new mature trees and raised planters with seating opportunities and a new public space at Bangor Road and Clonard Road which will be upgraded to create public realm space.</p> <p>The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional</p>

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			<i>Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area.'</i>	landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme is compliant with the Your City Your Space – Dublin City Public Realm Strategy. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.4	Accessibility for All	SMT11	'Pedestrian Network' <i>To protect, improve and expand on the pedestrian network, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions whilst ensuring accessibility for all, including people with mobility impairment and/or disabilities, older persons and people with children.'</i>	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. Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.4	Accessibility for All	SMTO2	'Improving the Pedestrian Network' <i>To improve the pedestrian network, and prioritise measures such as the removal of slip lanes, the introduction of tactile paving, ramps, raised tables and kerb dishing at appropriate locations, including pedestrian crossings, street junctions, taxi ranks, bus stops and rail platforms in order to optimise safe accessibility for all users'</i>	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. Refer to Chapter 6 (Traffic & Transport), Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.5	City Centre and Urban Villages- Access and Functional Needs	SMT12	'Pedestrians and Public Realm' <i>To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.'</i>	The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible for example the Proposed Scheme will include enhanced with new planting, and a redefined public realm with cycle facilities at Walkinstown Roundabout, reconfiguration of the junction of Walkinstown Road and Long Mile Road to create a new public open space with new mature trees and raised planters with seating opportunities and a new public space at Bangor Road and Clonard Road which will be upgraded to create public realm space. Other design elements to help improve public realm include: <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.

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				Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.5	City Centre and Urban Villages- Access and Functional Needs	SMT13	‘Urban Villages and the 15-Minute City <i>To support the role of the urban villages in contributing to the 15-minute city through improvement of connectivity in particular for active travel and facilitating the delivery of public transport infrastructure and services, and public realm enhancement.’</i>	<p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor. The Proposed Scheme will help contribute to the 15 minute city through improved public transport and active travel 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>
8.5.5	City Centre and Urban Villages- Access and Functional Needs	SMT14	‘City Centre Road Space <i>To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, Luas and Metrolink and with the existing and proposed bus network.’</i>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. It provides the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT16	‘Walking, Cycling and Active Travel <i>To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city’s mode share targets.’</i>	<p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT17	‘Active Travel Initiatives <i>To promote and help develop community-based coordinated initiatives at local level that encourage active travel and modal switch to sustainable transport modes, and to target underrepresented cohorts/groups in such initiatives.’</i>	<p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT18	‘The Pedestrian Environment <i>To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of</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.</p> <p>The provision of a new pedestrian and cycle bridge at the junction of R134 New Nangor Road, R110 Long Mile Road and R810 Naas Road will improve pedestrian and cycling permeability and safety and at Parkview, the new</p>

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			<i>pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.'</i>	sustainable transport link road will improve pedestrian permeability and accessibility to public transport as well as serving local attractions including Tymon Park, Tallaght Theatre and nearby schools. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.6	Sustainable Modes	SMT19	'Integration of Active Travel with Public Transport' <i>To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.'</i>	The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. Public lighting and bus stop facilities are also included as part of the Proposed Scheme. It has been designed to include: <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience 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. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.6	Sustainable Modes	SMT08	'Cycling Infrastructure and Routes' <i>To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives and the NTA's Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policies GI2, GI6 and GI8 and objective GI02'</i>	The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme facilitates two-way cycle tracks and footways which are to be provided to enhance permeability and accessibility, formalising existing desire lines between Birchview Avenue and Treepark Road to local amenities including Tymon Park, Tallaght Theatre and Castletymon Road, where a number of schools exist. The Proposed Scheme also provides new pedestrian and cyclists facilities along Ballymount Avenue and Calmount Rod which will be extended to the Greenhills Road. Cycle parking where practicable, will be provided at island bus stops and key additional locations throughout the Proposed Scheme. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.6	Sustainable Modes	SMT09	'Greater Dublin Area Cycle Network Plan' <i>To support the development of a connected cycling network in the City through the implementation of the NTA's Greater Dublin Area Cycle Network Plan, subject to environmental assessment and route feasibility.'</i>	The Proposed Scheme facilitates the development of a connected cycling network in the City by facilitating improved cycling facilities within the area. For example, the Proposed Scheme facilitates two-way cycle tracks and footways which are to be provided to enhance permeability and accessibility, formalising existing desire lines between Birchview Avenue and Treepark Road to local amenities including Tymon Park, Tallaght Theatre and Castletymon Road, where a number of schools exist. The Proposed Scheme also provides new pedestrian and cyclists facilities along Ballymount Avenue and Calmount Rod which will be extended to the Greenhills Road.

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				Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.6	Sustainable Modes	SMT012	'Cycle Parking Spaces <i>To provide publicly accessible cycle parking spaces, both standard bicycle spaces and non-standard for adapted and cargo bikes, in the city centre and the urban villages, and near the entrance to all publicly accessible buildings such as schools, hotels, libraries, theatres, churches etc. as required.'</i>	The Proposed Scheme will promote ease of movement by providing the infrastructure necessary to enhance bus, cycling and pedestrian networks. Throughout the Proposed Scheme bus stops will be enhanced to improve the overall journey experience for bus passengers including improved lighting, signage and cycle parking, where possible to assist with mode interchange between bike and bus. In addition, cycle facilities will be improved with segregated cycle tracks. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
8.5.6	Sustainable Modes	SMT014	'Cycle Parking Facilities <i>To promote and facilitate, in co-operation with key agencies and stakeholders, the provision of high density cycle parking facilities, as well as parking for cargo and adapted bicycles at appropriate locations, taking into consideration the NTA's GDA Cycle Network Plan, and Dublin City Council's Public Realm Strategy.'</i>	The Proposed Scheme will promote ease of movement by providing the infrastructure necessary to enhance bus, cycling and pedestrian networks. Throughout the Proposed Scheme bus stops will be enhanced to improve the overall journey experience for bus passengers including improved lighting, signage and cycle parking where possible to assist with mode interchange between bike and bus. In addition, cycle facilities will be improved with segregated cycle tracks. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
8.5.6	Sustainable Modes	SMT22	'Key Sustainable Transport Projects <i>To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained:</i> <ul style="list-style-type: none"> • DART + • Metrolink from Charlemount to Swords • BusConnects Core Bus Corridor projects • Delivery of Luas to Finglas • Progress and delivery of Luas to Poolbeg and Lucan' 	The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It has considered Smarter Travel (DTTAS, 2009), GDA Transport Strategy (NTA, 2023) and the RSES (Eastern and Midlands Region, 2019). One of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.6	Sustainable Modes	SMT018	'Bus Infrastructure <i>DCC will work with the NTA to incorporate bus infrastructure within new largescale developments where appropriate.'</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.

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8.5.6	Sustainable Modes	SMT020	'Green Roofs on Bus Shelters' <i>To engage with the National Transport Authority (NTA) in order to promote the incorporation of green roofs on new and existing bus shelters.'</i>	This does not form part of the current Proposed Scheme however; it does not mean that this cannot be incorporated at a later stage.
8.5.6	Sustainable Modes	SMT24	'Shared Mobility and Adaptive Infrastructure' <i>To promote the use and expansion of shared mobility to all areas of the city and facilitate adaptive infrastructure for the changing modal transport environment, including other micro-mobility and shared mobility, as part of an integrated transport network in the city, and to support and promote smart growth initiatives that develop new solutions to existing and future mobility services and support Smart Dublin in the development of a Mobility as a Service (MaaS) platform.'</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. It has considered Smarter Travel (DDTAS, 2009) GDA Transport Strategy (NTA, 2023) and the NTA's Integrated Implementation Plan (NTA, 2019) Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.10	Traffic Management and Road Safety Impacts	SMT33	'Design Manual for Urban Roads and Streets' <i>To design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within the Design Manual for Urban Roads and Streets (DMURS) and to carry out upgrade works to existing road and street networks in accordance with these standards where feasible.'</i>	The Proposed Scheme aligns with the objective as Chapter 6 of the EIAR (Traffic and Transport) has considered the Permeability best practice guide and DMURS as part of the project. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.10	Traffic Management and Road Safety Impacts	SMT34	'Street and Road Design' <i>To ensure that streets and roads within the city are designed to balance the needs and protect the safety of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated.'</i>	The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the Proposed Scheme has considered DMURS. It will deliver safe, segregated cycling facilities along the corridor as part of BusConnects. It has been designed to include: <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. Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.10	Traffic Management and Road	SMT35	'Traffic Calming and Self-Regulation Street Environments'	The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the Proposed Scheme has considered DMURS. It has been designed to include:

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	Safety Impacts		<p><i>To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment that are suited to all users, including pedestrians and cyclists.'</i></p>	<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>Traffic calming has been considered and the Proposed Scheme will provide additional measures to encourage this for example, traffic calming speed humps are proposed along Bunting Road and Kildare Road. Furthermore, throughout the Proposed Scheme the implementation of side entry treatments is also proposed at junction side arms.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.10	Traffic Management and Road Safety Impacts	SMT036	<p><i>'Environmental and Road Safety Impacts of Traffic in the City</i></p> <p><i>To tackle the adverse environmental and road safety impacts of traffic in the city through measures such as:</i></p> <ul style="list-style-type: none"> • <i>The implementation of traffic calming measures and filtered permeability including the restriction of rat-runs in appropriate areas in accordance with best practice and following advice contained in the Design Manual for Urban Roads and Streets (DMURS).</i> • <i>To undertake a study, assessing and identifying areas adjacent to proposed sustainable transport projects for traffic calming and filter permeability.</i> • <i>The ongoing monitoring of traffic noise and emissions, and the assessment and evaluation of the air quality and traffic noise impacts of transport policy and traffic management measures being implemented by Dublin City Council.</i> • <i>To support programmes of action which tackle the issue of road safety in the city.</i> • <i>To promote traffic calming in existing</i> 	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. The Proposed Scheme has considered DMURS in its design.</p> <p>It will provide the provision and enhancement of cycling facilities along the Proposed Scheme.</p> <p>The proposal to provide a new pedestrian and cycle bridge at the junction of R134 New Nangor Road, R110 Long Mile Road and R810 Naas Road to improve pedestrian and cycling permeability and safety will enhance permeability between the quays and the soon to be redeveloped Former Irish Glass Bottle Site.</p> <p>Traffic calming has been considered and the Proposed Scheme will provide additional measures to encourage this for example, traffic calming speed humps are proposed along Bunting Road and Kildare Road. Furthermore, throughout the Proposed Scheme the implementation of side entry treatments is also proposed at junction side arms.</p> <p>The Proposed Scheme has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages. <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

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			<i>residential neighbourhoods through innovative street design and layout such as homezones, filtered permeability, low traffic neighbourhoods, quietways and unsignalised crossings where appropriate.'</i>	
9.5.2	River Corridor Restoration	SI10	<p>'Managing Development Within and Adjacent to River Corridors</p> <p><i>To require development proposals that are within or adjacent to river corridors in the City (excluding the Camac River) to provide for a minimum setback distance of 10-15m from the top of the riverbank in order to create an appropriate riparian zone. The Council will support riparian zones greater than 10 metres depending on site-specific characteristics and where such zones can integrate with public/communal open space'</i></p>	<p>The Proposed Scheme does not cross any river corridors.</p> <p>Refer to Chapter 4 (Proposed Scheme Description in Volume 2, the SWMP in Appendix A5.1 and the CEMP in Volume 4 of this EIAR for further details.</p>
9.5.2	River Corridor Restoration	SI12	<p>'River Restoration in Strategic Development and Regeneration Areas</p> <p><i>To provide opportunities for enhanced river corridors in the following Strategic Development and Regeneration Areas (SDRAs) in order to harness significant opportunities for river restoration where feasible (inter alia):</i></p> <p><i>SDRA 5 Naas Road</i></p>	<p>The Proposed Scheme does not cross any river crossings that are located within the boundary of SDRAs.</p> <p>Refer to Chapter 4 (Proposed Scheme Description in Volume 2, the SWMP in Appendix A5.1 and the CEMP in Volume 4 of this EIAR for further details.</p>
9.5.3	Flood Management	SI15	<p>'Site-Specific Flood Risk Assessment</p> <p><i>All development proposals shall carry out, to an appropriate level of detail, a Site-Specific Flood Risk Assessment (SSFRA) that shall demonstrate compliance with:</i></p> <ul style="list-style-type: none"> <i>The Planning System and Flood Risk Management, Guidelines for Planning Authorities, Department of the Environment, Community and Local Government (2009), as revised by Circular PL 2/2014 and any future amendments,</i> 	<p>The Proposed Scheme aligns with the objective as a Flood Risk Assessment has been carried out as part of the Proposed Scheme. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS were design designed to provide sufficient storage to ensure no increase in existing runoff rates. Design principles include exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible.</p> <p>Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

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			<p><i>and the Strategic Flood Risk Assessment (SFRA) as prepared by this development plan.</i></p> <ul style="list-style-type: none"> <i>The application of the sequential approach, with avoidance of highly and less vulnerable development in areas at risk of flooding as a priority and/ or the provision of water compatible development only. Where the Justification Test for Plan Making and Development Management have been passed, the SSFRA will address all potential sources of flood risk and will consider residual risks including climate change and those associated with existing flood defences. The SSFRA will include site specific mitigation measures, flood-resilient design and construction, and any necessary management measures (the SFRA and Appendix B of the above mentioned national guidelines refer). Attention shall be given in the site-specific flood risk assessment to building design and creating a successful interface with the public realm through good design that addresses flood concerns but also maintains appealing functional streetscapes. Allowances for climate change shall be included in the SSFRA.</i> <i>On lands where the Justification Test for Plan Making has been passed and where a small proportion of the land is at significant risk of flooding, the</i> 	

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			<p><i>sequential approach to development will be applied, and development will be limited to Minor Development (Section 5.28 of the Planning System and Flood Risk Management Guidelines 2009) on the portion at significant risk of flooding. There will be a presumption against the granting of permission for highly or less vulnerable development which encroaches onto or results in the loss of the flood plain. Water compatible development only will be considered in such areas at risk of flooding which do not have existing development on them.'</i></p>	
9.5.4	Water Supply and Wastewater	SI22	<p>'Sustainable Drainage Systems <i>To require the use of Sustainable Drainage Systems (SuDS) in all new developments, where appropriate, as set out in the Greater Dublin Strategic Drainage Study (Vol 2: New Development)/ Greater Dublin Regional Code of Practice for Drainage Works and having regard to the guidance set out in Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document (DHLGH, 2021). Sustainable Drainage Systems (SuDS) should incorporate nature-based solutions and be designed in accordance with the Dublin City Council Sustainable Drainage Design & Evaluation Guide (2021) which is summarised in Appendix 12. SuDS should protect and enhance water quality through treatment at source while enhancing biodiversity and amenity.'</i></p>	<p>The Proposed Scheme aligns with the objective as it provides measures to ensure no increase in existing run off rates from newly paved and combined existing / newly paved catchment areas. Drainage of newly paved areas will include SuDS measures to treat and attenuate any additional runoff.</p> <p>Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.5.7	Air Quality	SIO21	<p>'Air Quality Data Collection <i>To reduce harmful emissions and to achieve and maintain good air quality in the City by working with the Dublin local</i></p>	<p>The improvements to sustainable modes provision as a result of the Proposed Scheme will facilitate a reduction in congestion, reduced greenhouse gas (GHG) emissions and associated air quality improvements along the</p>

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			<i>authorities and relevant agencies in the collection of local data through the Dublin City ambient air quality monitoring network.'</i>	Proposed Scheme, resulting in enhanced community wellbeing. Refer to Chapter 6 (Traffic & Transport), Chapter 7 (Air Quality) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.8	Noise Pollution	SI35	'Ambient Noise Quality' <i>To seek to preserve and maintain noise quality in the City in accordance with good practice and relevant legislation.'</i>	The Proposed Scheme aligns with the objective as the Dublin Agglomeration Environmental Noise Action Plan has been considered. During the Design Year (2043), increased traffic noise levels will occur along a small number of roads adjacent to the Proposed Scheme as a result of traffic re-distribution during daytime periods. During the long-term phase, residual impacts are calculated as Indirect, Positive, Imperceptible to Moderate and Long-Term to Indirect, Negative, Slight and Long-Term Refer to Chapter 09 (Noise and Vibration) and Chapter 04 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.8	Noise Pollution	SI36	'Noise Management' <i>To support pro-active management of noise in the City through measures such as appropriate road surfaces to avoid, mitigate, minimise noise in accordance with good practice, relevant legislation and in line with the Dublin Agglomeration Environmental Noise Action Plan 2018-2023 (and subsequent plans).'</i>	The Proposed Scheme aligns with the objective as the Dublin Agglomeration Environmental Noise Action Plan has been considered. During the Design Year (2043), increased traffic noise levels will occur along a small number of roads adjacent to the Proposed Scheme as a result of traffic re-distribution during daytime periods. During the long-term phase, residual impacts are calculated as Indirect, Positive, Imperceptible to Moderate and Long-Term to Indirect, Negative, Slight and Long-Term Refer to Chapter 09 (Noise and Vibration) and Chapter 04 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.9	Public and External Lighting	SI41	'Lighting Standards' <i>To provide and maintain high quality and appropriate street/ outdoor lighting on public roads, footways, cycleways, public realm throughout the City in accordance with the Council's Vision Statement for Public Lighting in Dublin City and related public lighting projects. In general, the lighting of roads and public amenity areas shall be provided in accordance with the requirements of the latest Public Lighting Standards IS EN13201 and further updates.'</i>	The Proposed Scheme aligns with this objective as Light Emitting Diode (LED) lanterns will be the light source for any new or relocated public lighting provided. The lighting design will involve works on functional, heritage and contemporary lighting installations on a broad spectrum of lighting infrastructure along the Proposed Scheme. In locations where road widening and/or additional space in the road margin is required, it is proposed that the public lighting columns will be replaced and relocated to the rear of the footpath, where practicable, eliminating pedestrian obstruction. Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.9	Public and External Lighting	SI43	'Energy Efficient Lighting' <i>To require that new developments are appropriately lit and that all public and external lighting in new residential and commercial developments use highly energy efficient luminaires, with the use of energy saving strategies (such as dimming in line with nationally agreed tariffs) encouraged.'</i>	The Proposed Scheme aligns with this objective as energy efficient Light Emitting Diode (LED) lanterns will be the light source for any new or relocated public lighting provided. Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
10.5.1	Green Infrastructure	GI5	'Greening of Public Realm / Streets'	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

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			<i>To integrate urban greening features including nature based solutions into the existing public realm where feasible and into the design of public realm projects for civic spaces and streets. The installation of living green walls will be encouraged to the fullest possible extent throughout the city of Dublin and tree pits with mixed planting will be preferred for the greening of streets in recognition of the co-benefits they offer for SuDs, biodiversity, amenity value and traffic calming.'</i>	ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details.
10.5.1	Green Infrastructure	GI6	'New Development / New Growth Areas <i>To integrate Green Infrastructure and an ecosystem services approach into new developments / new growth areas in the city that contributes to the city's green infrastructure network by its extension and enhancement and that provides for the environmental resilience of new development.'</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details.
10.5.1	Green Infrastructure	GI7	'Connecting Greening Elements in Site Design <i>To avoid the fragmentation of green spaces in site design and to link green spaces /greening elements to existing adjacent green infrastructure / the public realm where feasible and to provide for ecological functions.'</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details
11.5.1	Building Regulations	BHA2	'Development of Protected Structures <i>That development will conserve and enhance protected structures and their curtilage and will:</i> <i>(a) Ensure that any development proposals to protected structures, their curtilage and setting shall have regard to the Architectural Heritage Protection Guidelines for Planning Authorities (2011) published by the Department of Culture, Heritage and the Gaeltacht.</i> <i>(b) Protect structures included on the RPS from any works that would negatively impact their special character and appearance.</i>	The Proposed Scheme is located within an area where a number of Protected Structures have been identified as per Chapter 16 (Architectural Heritage). There are specific Protected Structures that will experience direct and indirect impacts during the construction of the Proposed Scheme. However, following mitigation there are no significant residual impacts to Protected Structures. There are no significant residual impacts to Protected Structures during the operational phase of the Proposed Scheme. The Proposed Scheme aligns with this objective as it has had regard to the Architectural Heritage Protection Guidelines for Planning Authorities' 2011. An architectural heritage specialist will oversee any works to Protected Structures to ensure that any proposed works do not adversely impact the curtilage or the special character of the Protected Structure. Refer to Chapter 4 (Proposed Scheme Description), Chapter 16 (Architectural Heritage) and Chapter 17 Landscape (Townscape) and Visual for further details.

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			<p>(c) Ensure that works are carried out in line with best conservation practice as advised by a suitably qualified person with expertise in architectural conservation.</p> <p>(d) Ensure that any development, modification, alteration, or extension affecting a protected structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout and materials.</p> <p>(c) Ensure that the form and structural integrity of the protected structure is retained in any redevelopment and ensure that new development does not adversely impact the curtilage or the special character of the protected structure.</p> <p>(d) Respect the historic fabric and the special interest of the interior, including its plan form, hierarchy of spaces, structure and architectural detail, fixtures and fittings and materials.</p> <p>(e) Ensure that new and adapted uses are compatible with the architectural character and special interest(s) of the protected structure.</p> <p>(f) Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features.</p> <p>(g) Ensure historic landscapes, gardens and trees (in good condition) associated with protected structures are protected from inappropriate development.</p> <p>(h) Have regard to ecological considerations for example, protection of species such as bats'</p>	
11.5.1	Building Regulations	BHA3	<p>'Loss of Protected Structures</p> <p><i>That the City Council will resist the total or substantial loss of protected structures in all but exceptional circumstances.'</i></p>	<p>The Proposed Scheme aligns with the objective as no protected structure are to be demolished as part of the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.5.1	Building Regulations	BHA5	<p>'Demolition of Regional Related on NIAH</p> <p><i>That there is a presumption against the demolition or substantial loss of any building or other structure assigned a 'Regional' rating or higher by the National Inventory of</i></p>	<p>The Proposed Scheme aligns with the objective as no protected structures are to be demolished as part of the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

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			<p><i>Architectural Heritage (NIAH), unless it is clearly justified in a written conservation assessment that the building has no special interest and is not suitable for addition to the City Council's Record of Protected Structures (RPS); having regard to the provisions of Section 51, Part IV of the Planning and Development Act, 2000 (as amended) and the Architectural Heritage Protection Guidelines for Planning Authorities (2011).'</i></p>	
11.5.2	Architectural Conservation Areas	BHA7	<p>'Architectural Conservation Areas</p> <p><i>(a) To protect the special interest and character of all areas which have been designated as an Architectural Conservation Area (ACA). Development within or affecting an ACA must contribute positively to its character and distinctiveness, and take opportunities to protect and enhance the character and appearance of the area, and its setting, wherever possible. Development shall not harm buildings, spaces, original street patterns, archaeological sites, historic boundaries or features, which contribute positively to the ACA. Please refer to Appendix 6 for a full list of ACAs in Dublin City.</i></p> <p><i>(b) Ensure that all development proposals within an ACA contribute positively to the character and distinctiveness of the area and have full regard to the guidance set out in the Character Appraisals and Framework for each ACA.</i></p> <p><i>(c) Ensure that any new development or alteration of a building within an ACA, or immediately adjoining an ACA, is complementary and/or sympathetic to their context, sensitively designed and appropriate in terms of scale, height, mass, density, building lines and materials, and that it protects and enhances the ACA. Contemporary design which is in harmony with the area will be encouraged.</i></p> <p><i>(d) Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture.</i></p>	<p>There are two Architectural Conservation Areas (ACAs) within the receiving environment of the Proposed Scheme, within Dublin City Council including St. Agnes Road ACA Crumlin and Thomas Street ACA. Once the mitigation measures have been implemented, there will be no significant residual adverse impact on the ACAs as a result of the Construction and Operational Phase of the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

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			<p><i>(e) Promote sensitive hard and soft landscaping works that contribute to the character and quality of the ACA.</i></p> <p><i>(f) Promote best conservation practice and encourage the use of appropriately qualified professional advisors, tradesmen and craftsmen, with recognised conservation expertise, for works to buildings of historic significance within ACAs. All trees which contribute to the character and appearance of an Architectural Conservation Area, in the public realm, will be safeguarded, except where the tree is a threat to public safety, prevents universal access, or requires removal to protect other specimens from disease.'</i></p>	
11.5.3	Built Heritage Assets of the City	BHA9	<p>'Conservation Areas</p> <p><i>To protect the special interest and character of all Dublin's Conservation Areas – identified under Z8 and Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps. Development within or affecting a Conservation Area must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and its setting, wherever possible. Enhancement opportunities may include:</i></p> <ol style="list-style-type: none"> <i>1. Replacement or improvement of any building, feature or element which detracts from the character of the area or its setting.</i> <i>2. Re-instatement of missing architectural detail or important features.</i> <i>3. Improvement of open spaces and the wider public realm and reinstatement of historic routes and characteristic plot patterns.</i> <i>4. Contemporary architecture of exceptional design quality, which is in harmony with the Conservation Area.</i> <i>5. The repair and retention of shop and pub fronts of architectural interest.</i> <i>6. Retention of buildings and features that contribute to the overall character and integrity of the Conservation Area.</i> 	<p>The Proposed Scheme is located within the Grand Canal, Patrick Street, High Street and Christchurch Place, and Drimnagh Castle Conservation Areas. Once the mitigation measures have been implemented, there will be no significant residual adverse impact on the ACAs as a result of the Construction and Operational Phase of the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/ Policy No.	Paragraph / Policy / Objective	Project Response
			<p>7. The return of buildings to residential use.</p> <p>Changes of use will be acceptable where in compliance with the zoning objectives and where they make a positive contribution to the character, function and appearance of the Conservation Area and its setting. The Council will consider the contribution of existing uses to the special interest of an area when assessing change of use applications, and will promote compatible uses which ensure future long-term viability.¹</p>	
11.5.3	Built Heritage Assets of the City	BHA10	<p>‘Demolition in a Conservation Area</p> <p>There is a presumption against the demolition or substantial loss of a structure that positively contributes to the character of a Conservation Area, except in exceptional circumstances where such loss would also contribute to a significant public benefit.’</p>	<p>Overall, no buildings are proposed to be demolished as part of Proposed Scheme particularly within any identified Conservation Areas.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.5.3	Built Heritage Assets of the City	BHA18	<p>‘Historic Ground Surfaces, Street Furniture and Public Realm</p> <p>(a) To protect, conserve and retain in situ historic elements of significance in the public realm including milestones, jostle stones, city ward stones, bollards, coal hole covers, gratings, boot scrapers, cast iron basement lights, street skylights and prisms, water troughs, street furniture, post boxes, lampposts, railings and historic ground surfaces including stone kerbs, pavement flags and setts, and to promote conservation best practice and high standards for design, materials and workmanship in public realm improvements within areas of historic character, having regard to the national Advice Series on Paving: The Conservation of Historic Ground Surfaces (2015).</p> <p>(b) To maintain schedules of stone setts, historic kerbing and historic pavers/flags, and associated features in the public realm, to be protected, conserved or reintroduced (Appendix 6), and to update and review these schedules during the period of this development plan.’</p>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible they will be retained in situ. Proposed or reinstated boundary treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned. The Proposed Scheme will reuse existing kerbs, where possible.</p> <p>Following the proposed mitigation, no significant residual impacts were identified during construction or operation to identified archaeological heritage.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

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

Section	Chapter Title / Sub-Heading	Bullet Point Objective/ Policy No.	Paragraph / Policy / Objective	Project Response
			<p><i>underwater impacts and of sites listed in the Dublin City Industrial Heritage Record, will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged.</i></p> <p><i>5. To preserve known burial grounds and disused historic graveyards. Where disturbance of ancient or historic human remains is unavoidable, they will be excavated according to best archaeological practice and reburied or permanently curated.</i></p> <p><i>6. Preserve the character, setting, and amenity of upstanding and below ground town wall defences.</i></p> <p><i>7. Development proposals in marine, lacustrine and riverine environments and areas of reclaimed land, shall have regard to the Shipwreck Inventory maintained by the Department of Housing, Local Government and Heritage and be subject to an appropriate level of archaeological assessment.</i></p> <p><i>8. To have regard to national policy documents and guidelines relating to archaeology and to best practice guidance published by the Heritage Council, the Institute of Archaeologists of Ireland and Transport Infrastructure Ireland.'</i></p>	
11.5.5	Archaeological Heritage	BHAO19	<p>'Built Heritage and Archaeology</p> <p><i>To provide for the protection, preservation and promotion of built heritage, including architectural heritage, archaeological heritage and underwater heritage, and support the in situ presentation and interpretation of archaeological finds within new developments'.</i></p>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible they will be retained in situ. Proposed or reinstated boundary treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

2.2 Dublin City Council Development Plan Zoning Objectives 2022-2028

Table 2.2: DCC Zoning Objectives (DCC 2022)

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 open space and amenities as well as facilities such as shops, education, leisure and community services. The objective is to ensure that adequate public transport, in conjunction with enhanced pedestrian and cycling infrastructure, provides such residential communities good access to employment, the city centre and the key urban villages in order to align with the principles of the 15-minute city.</i>
Zone Z2 – Residential Neighbourhoods (Conservation Areas)	<i>To protect and/or improve the amenities of residential conservation areas</i>	<i>Residential conservation areas have extensive groupings of buildings and associated open spaces with an attractive quality of architectural design and scale. A Zone Z2 area may also be open space located within or surrounded by an Architectural Conservation Area and/or a group of protected structures. 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>
Z3 – Neighbourhood Centres	<i>To provide for and improve neighbourhood facilities</i>	<i>Neighbourhood Centres provide local facilities such as convenience shops, hairdressers, post offices etc. within a residential neighbourhood and range from the traditional parade of shops to larger neighbourhood centres. They may be anchored by a supermarket-type development, typically of between 1,000 sq. m. and 2,500 sq. m. of net retail floorspace. They can form a focal point for a neighbourhood and provide a range of services to the local population. Neighbourhood centres provide an essential and sustainable amenity for residential areas, and it is important that they should be maintained and strengthened, where appropriate. Neighbourhood centres may include an element of housing, particularly at higher densities, and above ground floor level.</i>
Z4 – Key Urban Villages / Urban Villages	<i>To provide for and improve mixed-services facilities.</i>	<i>Key Urban Villages form the top tier of centre outside the city centre. They typically have retail outlets of a greater size selling convenience and comparison goods or provide services of a higher order. Urban villages zoned Z4 are typically smaller in scale and provide a more localised role for the daily shopping needs and local services of a residential community. Key Urban Villages and urban villages (formerly district centres) function to serve the needs of the surrounding catchment providing a range of retail, commercial, cultural, social and community functions that are easily accessible by foot, bicycle or public transport.</i>

Zoning Objective	Objective	Summary Descriptive Text
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 the remaining Z6 lands constitute an important land bank for employment use in the city, which is strategically important to protect. The progressive consolidation and development of these lands will be supported. The primary objective for this zone is to facilitate long-term economic development in the city. 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>
Z8 – Georgian Conservation Areas	<i>To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective'</i>	<i>Lands zoned Z8 incorporate the main conservation areas in the city, primarily the Georgian squares and streets. The aim is to protect the architectural character/design and overall setting of such areas while facilitating regeneration, cultural uses and encouraging appropriate residential development (such as well-designed mews) in the Georgian areas of the city. Insensitive or inappropriate backland development in Z8 areas will be strongly discouraged</i>
Z9 – Amenity / Open Space Lands / Green Network	<i>To preserve, provide and improve recreational amenity, open space and ecosystem services.</i>	<i>Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use. In certain specific and exceptional circumstances, where it has been demonstrated to the satisfaction of the planning authority, some limited degree of residential or commercial development may be permitted on Z9 land subject to the primary use of the site being retained for sporting or amenity uses.</i>
Z10 - Inner Suburban and Inner City Sustainable Mixed Uses	<i>To consolidate and facilitate the development of inner city and inner suburban sites for mixed uses.'</i>	<i>The primary uses in this zone are residential, office and retail. An appropriate mix of uses for any given site will be influenced by site location and other planning policies applicable to the associated area. A range of smaller uses will also be facilitated. The concept of mixed-use is central to the development or re-development of these sites and mono uses, either all residential or all employment/office use shall not generally be permitted.</i>
Z11 – Waterways protection	<i>To protect and improve canal, coastal and river amenities</i>	<i>These areas generally include all the waterways and waterbodies in the Dublin City Council area. The purpose of the zoning is to protect the amenity and integrity of these areas including views and prospects into/out of the areas. The coast, canals, and rivers have a role in contributing to the development of a strategic green and blue network and also provide for critical flood management and climate adaption infrastructure. The chapters detailing the policies and objectives for landscape, biodiversity, open space/recreation and standards respectively, should be consulted to inform any</i>

Zoning Objective	Objective	Summary Descriptive Text
		<i>proposed development. Permissible uses and open for consideration uses will be considered on the basis that they would not be detrimental to the Z11 zoned lands.</i>
Z14 – Strategic Development and Regenerations Areas	<i>To seek the social, economic and physical development and / or rejuvenation of an area with mixed use, of which residential would be predominant use.</i>	<i>Z14 areas are capable of accommodating significant mixed-use development, of which residential would be the predominant use; therefore, developments must include proposals for additional physical and social infrastructure/facilities to support same.</i>
Z15 – Community and Social Infrastructure	<i>To protect and provide for community uses and social infrastructure</i>	<i>Z15 lands typically comprise large sites, often consisting of long-established complexes of institutional/community buildings and associated open grounds, but also comprise smaller sites usually in more central areas. The existing uses on these lands generally include community related development such as schools, colleges, sports grounds, residential institutions and healthcare institutions, such as hospitals. It is the policy of the council to promote the retention, protection and enhancement of the city's Z15 lands as they contribute the creation of vibrant neighbourhoods and a sustainable well-connected city.</i>

3. References

Dublin City Council (DCC) (2022). Dublin City Development Plan 2022-2028. Available from: <https://www.dublincity.ie/dublin-city-development-plan-2016-2022>

South Dublin County Council (SDCC) (2022). South Dublin County Council Development Plan 2022-2028. Available from: <https://www.sdcc.ie/en/devplan2022/>