

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

## **Sub Appendix 1**

### Local Policy

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## **Appendix 1: Local Policy**

# 1. South Dublin County Council (SDCC)

## 1.1 SDCC Development Plan Policies and Objectives

Table 1.1: SDCC Development Plan 2022 - 2028 Policies and Objectives (SDCCDP 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 as it will provide the infrastructure necessary to facilitate a resilient, accessible public transport, walking and cycling network. 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. 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 provides 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 shifts 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 shifts and promote interchange between modes.  The Proposed Scheme aligns with this policy given that a key objective of the Proposed Scheme is to support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of a reduction in emission reduction targets.  Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) in Volume 2 of the EIAR for further details

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
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 present and future generations.'</i>	<p>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 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 4 (Proposed Scheme Description) and Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR for further details.</p>
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>	<p>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.</p> <p>No structures are being removed as part of the Proposed Scheme. There are no ACA's along the Proposed Scheme within SDCC functional area.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR for further details.</p>
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>	<p>Construction of the Proposed Scheme will require the limited removal of existing trees and other plantings at specific locations along the road corridor. However, the Proposed Scheme aligns with the objective as the high quality 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.</p> <p>The Proposed Scheme includes for replacement of disturbed boundaries, reinstatement of the Construction Compounds, return of temporary acquisition areas, and for additional tree and other planting where possible along the Proposed Scheme.</p> <p>A TPO - Dublin County Council Tree Preservation (Quarryvale, Brooklawn) (Liffey Valley No.1) Order 1990 – is located at King's Hospital. The Proposed Scheme does not impact on these trees.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) &amp; Visual) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
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>	<p>The Proposed Scheme will promote ease of movement within the County 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, for example, the east side of the R136 Ballyowen Road, includes protected junctions with enhanced signalling for cyclists provided at junctions. Furthermore, the Proposed Scheme includes anew pedestrian and cycle bridge across the N4 to help connectivity and pedestrian/cyclist accessibility.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
7	Sustainable Movement	SM1 Objective 1	<i>'To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets of 15% Walk; 10% Cycle; 20% Bus; 5% Rail; and 50% Private (Car/Van/HGV/Motorcycle)'</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>Appendix A6.1 (Transport Impact Assessment Report) have carried out an analysis of the percentage change in modal shift between car, bus and active modes for each forecast year (2028, 2043). The results indicate that:</p> <ul style="list-style-type: none"> <li>In 2028, for inbound traffic towards the City Centre during the AM peak hour there will be a 13% increase in people travelling by bus as a result of the Proposed Scheme and a 25% increase in people moved by sustainable modes (Public Transport, Walk, Cycle). During the PM Peak Hour for outbound traffic from the City Centre there will be a 9% increase in people moved and a 17% increase in people moved by sustainable modes (Public Transport, Walk, Cycle).</li> <li>In 2043, for inbound traffic towards the City Centre during the AM Peak Hour to the City Centre there will be a 18% increase in people moved as a result of the Proposed Scheme and 41% increase in people moved by sustainable modes (Public Transport, Walk, Cycle). During the PM Peak Hour for outbound traffic from the City Centre there will be a 9% increase in people moved as a result of the Proposed Scheme and 21% increase in people moved by sustainable modes (Public Transport, Walk, Cycle).</li> </ul> <p>The Proposed Scheme therefore helps to achieve the targets set out under SM1 Objective 1.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) and Appendix A6.1 ((Transport Impact Assessment Report) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
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.  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. 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 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 will provide improvements to pedestrian and cycle amenities along the proposed route, whilst also providing greater reliability for road-based public transport. It will promote modal shift from private car to a more sustainable forms of transport.  The Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes help to reduce dependency on private car use for short journeys.  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.
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>	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.  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 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 transportation modes.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; 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 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 &amp; 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 supports the re-balancing of movement priorities towards sustainable modes. The design of the network reduces the space allocated to private vehicles in favour of public transport and active travel. The Proposed Scheme aligns with the objective as it supports the re-balancing of movement priorities towards sustainable modes.</p> <p>The Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes help to reduce dependency on private car use for short journeys.</p> <p>The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel (e.g. walking, cycling and public transport) by prioritising the space and time allocated to these modes within the operation of a junction.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
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>Appendix A6.1 (Transport Impact Assessment Report) have carried out an analysis of the percentage change in modal shift between car, bus and active modes for each forecast year (2028, 2043). The results indicate that:</p> <ul style="list-style-type: none"> <li>In 2028, for inbound traffic towards the City Centre during the AM peak hour there will be a 13% increase in people travelling by bus as a result of the Proposed Scheme and a 25% increase in people moved by sustainable modes (Public Transport, Walk, Cycle). During the PM Peak Hour for outbound traffic from the City Centre there will be a 9% increase in people moved and a 17% increase in people moved by</li> </ul>



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				<p>sustainable modes (Public Transport, Walk, Cycle).</p> <ul style="list-style-type: none"> <li>In 2043, for inbound traffic towards the City Centre during the AM Peak Hour to the City Centre there will be a 18% increase in people moved as a result of the Proposed Scheme and 41% increase in people moved by sustainable modes (Public Transport, Walk, Cycle). During the PM Peak Hour for outbound traffic from the City Centre there will be a 9% increase in people moved as a result of the Proposed Scheme and 21% increase in people moved by sustainable modes (Public Transport, Walk, Cycle).</li> </ul> <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 &amp; 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 &amp; 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 &amp; 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 along the corridor.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; 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'</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. It will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
			<i>consequences of removal of such barriers.'</i>	
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 design having regard to environmental sensitivities.'</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. These high-quality cycle lanes help to reduce dependency on private car use for short journeys.  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. Appendix A6.1 (Transport Impact Assessment Report) have carried out an analysis of the percentage change in modal shift between car, bus and active modes for each forecast year (2028, 2043). The results indicate that:

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				<ul style="list-style-type: none"> <li>In 2028, for inbound traffic towards the City Centre during the AM peak hour there will be a 13% increase in people travelling by bus as a result of the Proposed Scheme and a 25% increase in people moved by sustainable modes (Public Transport, Walk, Cycle). During the PM Peak Hour for outbound traffic from the City Centre there will be a 9% increase in people moved and a 17% increase in people moved by sustainable modes (Public Transport, Walk, Cycle).</li> <li>In 2043, for inbound traffic towards the City Centre during the AM Peak Hour to the City Centre there will be a 18% increase in people moved as a result of the Proposed Scheme and 41% increase in people moved by sustainable modes (Public Transport, Walk, Cycle). During the PM Peak Hour for outbound traffic from the City Centre there will be a 9% increase in people moved as a result of the Proposed Scheme and 21% increase in people moved by sustainable modes (Public Transport, Walk, Cycle).</li> </ul> <p>The Proposed Scheme therefore helps to achieve the targets set out under SM3 Objective 1.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) and Appendix A6.1 (Transport Impact Assessment Report) in Volume 2 of the EIAR for further details.</p>
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>	<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. It will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
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>	<p>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</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details.</p>
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>	<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 &amp; Transport) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
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. The additional lengths of bus lane along the Proposed Scheme will result in improved journey time reliability. 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.  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 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 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 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.  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 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 for the most part 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 the 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'</i>	The Proposed Scheme aligns with the objective as BusConnects is a programme from the

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
			<i>infrastructure is proposed in order to ensure facilities such as shelters and bins are included, where appropriate.'</i>	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. 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 strategic road network, where necessary and in line with national, regional and local climate action plans'</i>	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 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 4 (Proposed Scheme Description) and 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, 2012), National Development Plan (Department of Public Expenditure and Reform, 2021) and Regional Spatial Economic Strategy (Southern Regional Assembly, 2014) which are all applicable to the Greater Dublin Area. The proposed scheme follows in part, 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.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
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>	<p>The Proposed Scheme aligns with this objective, and it is an NTA programme.</p> <p>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 with other proposed developments during the Construction Phase.</p> <p>Following the implementation of the mitigation measures outlined in Chapter 12 (Biodiversity) of Volume 2 of the EIAR 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 Key Ecological Receptors identified.</p> <p>Refer to Chapter 04 (Proposed Scheme Description), Chapter 12 (Biodiversity) in Volume 2 of the EIAR for further details.</p>
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 ensure that SuDS approaches are used to deal with surface water run-off.'</i>	<p>The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials, where possible.</p> <p>The 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.</p> <p>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.</p>
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>	<p>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.</p> <p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. 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 &amp; Transport) in Volume 2 of the EIAR for further details.</p>
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>	<p>The Proposed Scheme aligns with the objective as it will provide the advantage of safe segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>The Proposed Scheme aligns with the objective as it has included surface treatment to visually calm traffic and to enhance pedestrian priority.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
				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 includes compensatory planting. Existing trees in good condition will be kept where possible and any areas of semi-natural / reduced management vegetation in good condition are being kept. It is considered that a combination of the above mitigation will positively contribute to the protection and enhancement of biodiversity in the SDCC area. Refer to Chapter 12 (Biodiversity) and Chapter 17 (Landscape (Townscape and Visual)) in Volume 2 of the EIAR for more detailed information.
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.
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>	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. Refer to Chapter 5 (Construction) and Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR for more detailed information.
		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>	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. Refer to Chapter 9 (Noise and Vibration) for more detailed information.
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>	The Proposed Scheme includes compensatory planting. Existing trees in good condition will be kept where possible and any area areas of semi-natural / reduced management vegetation in good condition are being kept. It is considered that a combination of the above mitigation will positively contribute to the protection and enhancement of biodiversity in the SDCC area. Refer to Chapter 12 (Biodiversity) in Volume 2 of the EIAR for more detailed information.

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
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>	Chapter 12 (Biodiversity) sets out that: <i>'Where possible, habitats of importance to breeding birds such as scattered trees and parkland, treeline and hedgerow habitat types, which lie within the footprint, or along the boundary of the Proposed Scheme, that are not directly impacted will be retained. These areas will be protected for the duration of construction works and fenced off at an appropriate distance'</i> 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>	Chapter 12 (Biodiversity) sets out that: <i>'A number of areas that form part of Dublin's Green Infrastructure Network adjoin or are proximate to the Proposed Scheme, including the Grand Canal. Following the implementation of mitigation measures no significant effects are expected to designated GI spaces.'</i> Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) for more detailed information.
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>	Chapter 12 (Biodiversity) sets out that there are a number of hedgerows along the Proposed Scheme, including Hedgerows (WL1) that: <i>'Owing to their non-native ornamental nature these hedgerows are valued as being of Local Importance (Lower Value).'</i> 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 <u>hedgerow habitat types</u>, which lie within the footprint, or along the boundary of the Proposed Scheme, will be retained.'</i> (underlining emphasis). 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-ROT-ENV_LA-0011_XX_00-DR-LL-9001] in Volume 3 of this EIAR.'</i> <ul style="list-style-type: none"> <li>• 479 trees planted;</li> <li>• 281m of proposed hedgerow;</li> <li>• 7,979m<sup>2</sup> of proposed species rich grassland;</li> <li>• 1,373m<sup>2</sup> of proposed ornamental planting;</li> <li>• 2,975m<sup>2</sup> of proposed native planting; and,</li> <li>• 14,531m<sup>2</sup> of proposed amenity grassland planting.</li> </ul> The assessment concluded that: <i>'with the application of the proposed mitigation measures, the impact on biodiversity during the Construction Phase will not be significant beyond the local level.'</i> Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) for more detailed information.



Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
4.2.2	Sustainable Water Management	Policy GI3: Sustainable Water Management	<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>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 compliant 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	<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>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	<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>Chapter 17 (Landscape (Townscape) &amp; Visual) found in relation to the Operational Phase that: <i>'The Proposed Scheme provides for improvements in the urban realm, which will provide positive long-term effects for the townscape and visual character, most notably along Old Lucan Road, along sections of the R148 and at the junction of Con Colbert Road and South Circular Road. The Proposed Scheme will also provide for a significantly enhanced level of service for public transport and for pedestrian / cycle connectivity.'</i></p> <p>Chapter 16 (Architectural Heritage) has concluded that there will be no residual impacts following mitigation measures during construction and operation.</p> <p>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</i></p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
				<i>residual effects during the Operational Phase above the local scale on the KERs identified.'</i>
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>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 there will be no residual impacts following mitigation measures during construction and operation.</p> <p>Refer to Chapters 12 (Biodiversity) and Chapter 16 (Architectural Heritage) 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) &amp; 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>
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>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</i></p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
				<i>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>
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>Chapter 13 (Water) includes an overview of flood risk, as follows:</p> <p>The Proposed Scheme is categorised by the Guidelines as a 'highly vulnerable development' and is required to pass the justification test if any part of the development is located within Flood Zone A or Flood Zone B. The Plan Making Justification Test and Development Management Justification have been assessed and passed for the Proposed Scheme and further investigation of the flood risk in the form of a Stage 2 FRA is not required.</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 mitigation for the Operational Phase has been built into the design of the Proposed Scheme. As a result, no residual significant impacts are anticipated for any water body 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>
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>Chapter 11 (Human Health) states that <i>'With the exception of emergency access to the Hermitage Medical Clinic, the residual health impacts relating to the Construction Phase would be the same post-mitigation since the health assessment reported in Chapter 11 (Human Health) takes account of residual air, noise and traffic impacts following the application of mitigation for those topics. In the case of emergency access to the Hermitage Medical Clinic, it is anticipated that the potential impact of delays to emergency access will be reduced through specific measures to be set out in the Construction Traffic Management Plan. The traffic modelling for the Proposed Scheme indicates that it is not likely to cause significant issues of congestion on the wider traffic network, meaning the risk of the Proposed Scheme contributing to delays to emergency access is low during the Construction Phase. On this basis it is predicted that the effect on emergency healthcare outcomes will reduce to Negative, Slight, Short-term. No significant residual impacts on human health were identified due to construction of the Proposed Scheme.'</i></p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
				<p>It also found during the Operational Phase that 'The Proposed Scheme is expected to have a significantly positive contribution on health outcomes related to increased physical activity, equitable access to services and improved safety for vulnerable road users.'</p> <p>Chapter 9 (Noise &amp; 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 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 to neutral 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 Opening Year (2028), an Indirect, Positive, Imperceptible, Short To Medium Term to, Negative, Slight, Short To Medium Term change in traffic noise levels will occur along the surrounding road network outside of the Proposed Scheme. Whilst an element of traffic re-distribution will occur during daytime periods, the resultant noise impacts are negative, slight and short to medium term.</i></p> <p><i>During the Design Year (2043), an Indirect, Positive, Imperceptible, Long Term to Negative, Not Significant to Slight, Long Term change in traffic noise levels will occur along the surrounding road network outside of the Proposed Scheme. Whilst an element of traffic re-distribution will occur during daytime periods, the resultant noise impacts are Negative, Not Significant to 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.</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 and South Dublin County Council have been considered as part of the Proposed Scheme.</p> <p>Chapter 9 (Noise &amp; 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 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 to neutral 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 Opening Year (2028), an Indirect, Positive, Imperceptible, Short To Medium Term to, Negative, Slight, Short To Medium Term change in traffic noise levels will occur along the surrounding road network outside of the</i></p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Scheme Response
				<p><i>Proposed Scheme. Whilst an element of traffic re-distribution will occur during daytime periods, the resultant noise impacts are negative, slight and short to medium term.</i></p> <p><i>During the Design Year (2043), an Indirect, Positive, Imperceptible, Long Term to Negative, Not Significant to Slight, Long Term change in traffic noise levels will occur along the surrounding road network outside of the Proposed Scheme. Whilst an element of traffic re-distribution will occur during daytime periods, the resultant noise impacts are Negative, Not Significant to 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>Refer to Chapter 7 (Air Quality) and Chapter 8 (Climate) in Volume 2 of the EIAR for further details.</p>

## 1.2 Zoning Objectives

Table 1.2: SDCC Zoning Objectives

Zoning Objective	Objective
MRC – Major Retail Centre	<i>‘To protect, improve and provide for the future development of a Major Retail Centre’</i>
RES – Existing Residential	<i>‘To protect and/or improve residential amenity’</i>
OS – Open Space	<i>‘To preserve and provide for open space and recreational amenities’</i>
HA – LV – High Amenity Liffey Valley	<i>To protect and enhance the outstanding character and amenity of the Liffey Valley’</i>
VC – Village Centre	<i>To protect, improve and provide for the future development of Village Centres’</i>
RW – Retail Warehousing	<i>To provide for and consolidate retail warehousing</i>

## 2. Dublin City Council (DCC)

### 2.1 DCC Development Plan Policies and Objectives

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

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
3.4	Addressing Climate Change Strategy	CC1	<i>'To prioritise measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice.'</i>	<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>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3	Addressing Climate Change Strategy	CCO4	<i>'To support the implementation of the 'Dublin City Sustainable Energy Action Plan 2010–2020' and any replacement plan made during the term of this development plan.'</i>	<p>The Proposed Scheme aligns with the objective as it has considered the Dublin City Council Climate Change Action Plan 2019, the Proposed Scheme will promote modal shift from private car to a more sustainable forms of transport and increased bus priority which are key actions in the plan.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3	Addressing Climate Change – Dublin City Spatial Energy Demand Analysis (SEDA)	CCO5	<i>'To support and collaborate on initiatives aimed at achieving more sustainable energy use, particularly in relation to the residential, commercial and transport sectors.'</i>	<p>The Proposed Scheme aligns with the objective as it is providing the infrastructure necessary to facilitate sustainable transport.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.1.1	Approach to the Inner City	SC3	<i>'To develop a sustainable network of safe, clean, attractive pedestrian routes, lanes and cycleways in order to make the city more coherent and navigable.'</i>	<p>The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will generally be 2 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
4.5.3.1	Shape and Structure of the City – Urban Density	SC13	<i>'To promote sustainable densities, particularly in public transport corridors, which will enhance the urban form and spatial structure of the city, which are appropriate to their context, and which are supported by a full range of community infrastructure such as schools, shops and recreational areas, having regard to the safeguarding criteria set out in Chapter 16 (development standards), including the criteria and standards for good neighbourhoods, quality urban design and excellence in architecture. These sustainable densities will include due consideration for the protection of surrounding residents, households and communities.'</i>	<p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City leading to a more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.1	City Economy and Enterprise - General	CEE4	<p><i>'It is the policy of Dublin City Council:</i></p> <p>(i) <i>To promote and facilitate Dublin as a creative and innovative city that is globally competitive, internationally linked, attractive and open.</i></p> <p>(ii) <i>To promote an internationalisation strategy building mutually-beneficial economic and other links with key cities globally to encourage investment and tourism etc. in Dublin.</i></p> <p><i>To promote jobs which provide quality of life and allow workers to play a full social and economic role in the development of the city.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will create infrastructure required for sustainable transport that will service the current and future transport needs of Dublin.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving journey times, reliability, and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 10 (Population) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.1	Movement and Transport – Integrated Land-use and Transportation	MT1	<p><i>'To support the sustainability principles set out in the following documents:</i></p> <ul style="list-style-type: none"> <li>• <i>The National Spatial Strategy / National Planning Framework;</i></li> <li>• <i>The National Transport Authority's Transport Strategy for the Greater Dublin Area;</i></li> <li>• <i>Smarter Travel, A Sustainable Transport Future 2009–2020;</i></li> <li>• <i>Regional Planning Guidelines for the Greater Dublin Area;</i></li> <li>• <i>Design Manual for Urban Roads and Streets (DMURS); and</i></li> <li>• <i>National Cycling Policy Framework and National Cycle Manual.</i></li> </ul> <p><i>Also, to ensure that land-uses and zoning are fully integrated with the provision of a high-quality transportation network that accommodates the movement needs of Dublin city and the region.'</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic and Transport) of the Proposed Scheme has considered the sustainability principles as set out in the various policy documents. The Proposed Scheme is largely on public roads, pavement and urban realm areas which are not currently zoned. Temporary works which will take place in zoned land will not affect the long-term zoning objective of the land.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
8.5.2	Movement and Transport – Promoting Modal Change and Active Travel	MT2	<i>'It is the policy of Dublin City Council whilst having regard to the necessity for private car usage and the economic benefit to the city centre retail core as well as the city and national economy, to continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport, and to co-operate with the NTA, Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives. Initiatives contained in the government's 'Smarter Travel' document and in the NTA's draft transport strategy are key elements of this approach.'</i>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. The BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MT3	<i>'To support and facilitate the development of an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city in association with relevant transport providers, agencies and stakeholders.'</i>	<p>The Proposed Scheme aligns with the objective as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. Bike racks will generally be provided, where practicable, at Island Bus Stops and key additional locations. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MT4	<i>'To promote and facilitate the provision of Metro, all heavy elements of the DART Expansion Programme including DART Underground (rail interconnector), the electrification of existing lines, the expansion of Luas, and improvements to the bus network in order to achieve strategic transport objectives.'</i>	<p>The Proposed Scheme aligns with the objective as it will improve the Bus Network along the scheme and enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. Bike racks will generally be provided, where practicable, at Island Bus Stops and key additional locations. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MT5	<i>'To work with the relevant transport providers, agencies, and stakeholders to facilitate the integration of active travel (walking, cycling etc.) with public transport, thereby making it easier for people to access and use the public transport system.'</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>



Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
8.5.3	Movement and Transport – Public Transport	MT6	<i>‘To work with Iarnród Éireann, the NTA, Transport Infrastructure Ireland (TII) and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity.’</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>The Proposed Scheme will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3.	Movement and Transport – Public Transport	MTO2	<i>‘To support the development and implementation of integrated ticketing and real time passenger information systems across the public transport network in association with relevant transport providers and agencies. Progress on the integration of Dublin shared bike scheme and Leap Card schemes will be monitored’</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. Signage and road markings will be provided along the extents of the Proposed Scheme to clearly communicate information, regulatory and safety messages to the road user.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MTO4	<i>‘To support improvements to the city’s bus network and related services to encourage greater usage of public transport in accordance with the objectives of the NTA’s strategy and the government’s ‘Smarter Travel’ document.’</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>It will support the objectives in the NTA Smarter Travel document by providing improvements to pedestrian and cycle amenities along the proposed route, whilst also providing greater reliability for road-based public transport.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MTO5	<i>To facilitate and support measures proposed by transport agencies to enhance capacity on existing public transport lines and services, to provide/improve interchange facilities and provide new infrastructure...’</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
8.5.4	Movement and Transport – Promoting Active Travel: Cycling & Walking	MT7	<i>‘To improve the city’s environment for walking and cycling through the implementation of improvements to thoroughfares and junctions and also through the development of new and safe routes, including the provision of foot and cycle bridges. Routes within the network will be planned in conjunction with green infrastructure objectives and on foot of (inter alia) the NTA’s Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual’</i>	<p>The Proposed Scheme aligns with the objective as Chapter 6 of the EIAR, Traffic and Transport has considered the NTA Cycle Network Plan and National Cycle Manual.</p> <p>The Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes help to reduce dependency on private car use for short journeys.</p> <p>Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g., walking, cycling and public transport, by prioritising the space and time allocated to these modes within the operation of a junction, and subsequently to accommodate the forecasted future year traffic volumes as safely and efficiently as possible within the remaining space and time. This has allowed the design to maximise the number of people moving through each junction and to prioritise these sustainable modes of travel.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.4	Movement and Transport – Promoting Active Travel: Cycling & Walking	MT11	<i>‘To continue to promote improved permeability for both cyclists and pedestrians in existing urban areas in line with the National Transport Authority’s document ‘Permeability – a best practice guide’. Also, to carry out a permeability and accessibility study of appropriate areas in the vicinity of all Luas, rail and BRT routes and stations, in co-operation with Transport Infrastructure Ireland and the National Transport Authority.’</i>	<p>The Proposed Scheme aligns with the objective as Chapter 6 of the EIAR Traffic and Transport has considered the Permeability best practice guide as part of the project.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.4.1	Movement and Transport – Cycling	MT8	<i>‘To work with, and actively promote, initiatives by relevant agencies and stakeholders such as An Taisce’s ‘Green Schools’ initiative and the NTAs Smarter Travel Unit, to promote active travel in schools and communities, recognizing the health and social benefits of walking and cycling as well as the environmental benefits.’</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.4.1	Movement and Transport – Cycling	MTO10	<i>‘To improve existing cycleways and bicycle priority measures throughout the city, and to create guarded cycle lanes, where appropriate and feasible.’</i>	<p>The Proposed Scheme aligns with the objective as it will provide the advantage of segregated cycling facilities along the route in both directions wherever practical. These high-quality cycle lanes will generally be 2m in width offering a high level of service.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
8.5.4.2	Movement and Transport – Walking	MTO18	<i>'To develop a high-quality pedestrian environment at new public transport interchanges and to consider the needs of pedestrians in the design of all infrastructure projects.'</i>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Bike racks will generally be provided, where practicable, at Island Bus Stops and key additional locations.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.7	Road and Bridge Improvements	MT20	<i>'To increase capacity of public transport, cycling and walking, where required, in order to achieve sustainable transportation policy objectives. Any works undertaken will include as an objective, enhanced provision for safety, public transportation, cyclists and pedestrians, and will be subject to environmental and conservation considerations.'</i>	<p>The Proposed Scheme aligns with the objective as it will provide improved travel times combined with increased services will promote an efficient, reliable and frequent public transport service as well as provide the advantage of segregated cycling facilities along the preferred route in both directions. Environmental and conservation considerations have been assessed as part of the EIA process for the Proposed Scheme.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.5.4	Surface Water Drainage and Sustainable Urban Drainage Systems (SUDS)	SIO14	<i>'To require that any new paving of driveways or other grassed areas is carried out in a sustainable manner so that there is no increase in storm water run-off to the drainage network'</i>	<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. SuDS measures will be provided to ensure no increase in existing run off rates from newly paved and combined existing / newly paved catchment areas.</p> <p>Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.5.9	Light Pollution	SI27	<i>'To require lighting design to be appropriate to the end use in relation to residential areas, footpaths, cycle paths, urban streets, and highways, i.e. use of low-level bollard lighting along cycle paths.'</i>	<p>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.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
10.5.3	Green Infrastructure, Open Space & Recreation – Parks and Open Spaces	GI10	<i>'To continue to manage and protect and/or enhance public open spaces to meet the social, recreational, conservation and ecological needs of the city and to consider the development of appropriate complementary facilities which do not detract from the amenities of spaces.'</i>	<p>The Proposed Scheme aligns with the policy objective as additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
10	Green Infrastructure, Open Space & Recreation - Trees	GI30	<i>'To encourage and promote tree planting in the planning and development of urban spaces, streets, roads and infrastructure projects.'</i>	<p>During the Construction Phase it is not possible to mitigate for the impact of the removal of mature trees to facilitate works.</p> <p>The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme.</p> <p>Refer to Chapter 17 (Landscape (Townscape) &amp; Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
19.5.1	Green Infrastructure	GIO4	<i>'To improve pedestrian and cycle access routes to strategic level amenities while ensuring that ecosystem functions and existing amenity uses are not compromised and existing biodiversity and heritage is protected and enhanced.'</i>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Furthermore, the Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions. Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
10.5.7	Trees	GIO25	<i>'To protect trees in accordance with existing Tree Preservation Orders (TPOs) and, subject to resources, explore the allocation of additional TPOs for important/ special trees within the city based on their contribution to amenity or the environment'</i>	<p>A TPO - Dublin County Council Tree Preservation (Quarryvale, Brooklawn) (Liffey Valley No.1) Order 1990 – is located at King's Hospital. The Proposed Scheme does not impact on these trees.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) for further details.</p>
10.5.7	Green Infrastructure, Open Space & Recreation – Trees	GIO28	<i>'To identify opportunities for new tree planting to ensure continued regeneration of tree cover across the city, taking account of the context within which, a tree is to be planted and planting appropriate tree species for the location.'</i>	<p>The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme.</p> <p>Refer to Chapter 4 Proposed Scheme Description and Chapter 17 Landscape (Townscape) and Visual for further details.</p>
11.1.5	Built Heritage and Culture – Built Heritage	CHC1	<i>'To seek the preservation of the built heritage of the city that makes a positive contribution to the character, appearance and quality of local streetscapes and the sustainable development of the city.'</i>	<p>The Proposed Scheme aligns with the objective as the proposed improvements to the public realm, and the resulting reduction in vehicular traffic will generally have a positive effect on the historic environment and the character of the streetscapes along the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

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

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

## 2.2 Zoning Objectives

Table 2.2: DCC Zoning Objectives (DCC 2016)

Zoning Objective	Objective	Summary Descriptive Text
Z1 - Sustainable Residential Neighbourhoods	<i>To protect, provide and improve residential amenities.</i>	<i>The vision for residential development in the city is one where a wide range of accommodation is available within sustainable communities where residents are within easy reach of services, open space and facilities such as shops, education, leisure, community facilities and amenities, on foot and by public transport and where adequate public transport provides good access to employment, the city centre and the key district centres.</i>
Z5 – City Centre	<i>To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity</i>	<i>The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development. The strategy is to provide a dynamic mix of uses which interact with each other, help create a sense of community, and which sustain the vitality of the inner city both by day and night.</i>
Z6- Employment / Enterprise	<i>To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.</i>	<i>It is considered that Z6 lands constitute an important land bank for employment use in the city, which is strategically important to protect. The primary objective is to facilitate long-term economic development in the city region. The uses in this zone are likely to generate a considerable amount of traffic by both employees and service traffic. Sites should, therefore, have good vehicular and public transport access.</i>
Z7 – Employment (Industry)	<i>To provide for the protection and creation of industrial uses, and facilitate opportunities for employment creation including Port Related Activities.</i>	<i>The majority of these lands are located in the Port area (see Chapter 4 – Shape and Structure of the City, and also Chapter 16 – Development Standards, Section 16.21: Dublin Port). The primary uses in these areas are those that can result in a standard of amenity that would not be acceptable in other areas. They can sometimes lead to disamenities which would need to be managed through the planning process to safeguard residential amenity when necessary. Activities include industry, other than light industry; manufacturing repairs, open storage, waste material treatment, and transport operation services</i>
Z9 – Amenity / Open Space Lands / Green Network	<i>To preserve, provide and improve recreational amenity and open space and green networks</i>	<i>Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use. In certain specific circumstances some limited degree of (residential/retail) development may be permitted on a once-off basis and subject to the primary use of the site being retained for sporting or amenity uses.</i>
Z10 - Inner Suburban (Sustainable Mixed-Use)	<i>To consolidate and facilitate the development of inner city and inner suburban sites for mixed uses, with residential the predominant use in suburban locations, and office/retail/residential the predominant uses in inner city areas</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>
Z15 – Institutional and Community	<i>To protect and provide for institutional and community uses.</i>	<i>The present uses on the lands generally include community related development including schools, colleges, residential institutions and healthcare institutions, such as hospitals. Institutional and community lands display a variety of characteristics ranging from institutions in open grounds to long established complexes of buildings. They often provide ancillary</i>

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Zoning Objective	Objective	Summary Descriptive Text
		<i>and incidental activities for the local community such as use of part of the site for recreational purposes or the use of rooms for local meetings.</i>



### **3. References**

South Dublin Development Plan 2022- 2028 (2022)

Dublin City Development Plan 2016 – 2022 (2016a)