

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

# Sub Appendix 1

## Local Policy Compliance

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## **Sub Appendix 1: Local Policy Compliance**

# 1. Dublin City Council

## 1.1 DCC Development Plan Policies and Objectives

Table 1.1: 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 08 (Climate) and Chapter 04 (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 08 (Climate) and Chapter 04 (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 08 (Climate) and Chapter 04 (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 Proposed Scheme in both directions. These high-quality cycle</p>  |

| Section | Chapter Title / Sub-Heading                     | Bullet Point No. / Objective No. | Paragraph / Policy / Objective   | Project Response   |
|---------|---|----------------------------------|--|--|
|         |   |                                  |  | <p>tracks will generally be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings.</p> <p>Refer to Chapter 6 (Traffic &amp; Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>  |
| 4.5.3.1 | Shape and Structure of the City – Urban Density | SC13                             | <p><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> | <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: To promote and facilitate Dublin as a creative and innovative city that is globally competitive, internationally linked, attractive and open.</i></p> <p><i>To promote an internationalisation strategy building mutually-beneficial economic and other links with key cities globally to encourage investment and tourism etc. in Dublin.</i></p> <p><i>To promote jobs which provide quality of life and allow workers to play a full social and economic role in the development of the city.'</i></p>  | <p>The Proposed Scheme aligns with the objective as it will create infrastructure required for sustainable transport that will service the current and future transport needs of Dublin.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures.</p>   |

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|         |   |                                  |   | Refer to Chapter 10 (Population) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.  |
| 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> <p><i>The National Spatial Strategy / National Planning Framework;</i></p> <p><i>The National Transport Authority's Transport Strategy for the Greater Dublin Area;</i></p> <p><i>Smarter Travel, A Sustainable Transport Future 2009–2020;</i></p> <p><i>Regional Planning Guidelines for the Greater Dublin Area;</i></p> <p><i>Design Manual for Urban Roads and Streets (DMURS); and</i></p> <p><i>National Cycling Policy Framework and National Cycle Manual.</i></p> <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>             |
| 8.5.2   | Movement and Transport – Promoting Modal Change and Active Travel | MT2                              | <p><i>'It is the policy of Dublin City Council whilst having regard to the necessity for private car usage and the economic benefit to the city centre retail core as well as the city and national economy, to continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport, and to co-operate with the NTA, Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives. Initiatives contained in the government's 'Smarter Travel' document and in the NTA's draft transport strategy are key elements of this approach.'</i></p>  | <p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of.</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                              | <p><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</i></p>   | <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</p>  |

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|         |   |                                  | <i>the city in association with relevant transport providers, agencies and stakeholders.'</i>   | <p>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>BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of.</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. 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 of. it will promote active travel through enhanced cycle and pedestrian infrastructure.</p>   |

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|---------|---|----------------------------------|--|---|
|         |   |                                  |  | Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.   |
| 8.5.3   | Movement and Transport – Public Transport | MT6                              | <i>‘To work with Iarnród Eireann, 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 of.</p> <p>It will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic &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 of. 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 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) 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</i>   | The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme   |

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|         |   |                                  | <i>objectives of the NTA's strategy and the government's 'Smarter Travel' document.'</i>   | <p>to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of.</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 of.</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 | 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 (Traffic &amp; Transport) of the EIAR 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 tracks 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> |

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|---------|---|----------------------------------|--|---|
|         |   |                                  |  | Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.   |
| 8.5.4   | 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 (Traffic &amp; Transport) of the EIAR 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                                    | MTO8                             | <i>‘To work with, and actively promote, initiatives by relevant agencies and stakeholders such as An Taisce’s ‘Green Schools’ initiative and the NTAs Smarter Travel Unit, to promote active travel in schools and communities, recognizing the health and social benefits of walking and cycling as well as the environmental benefits.’</i>  | <p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of. It will promote active travel through enhanced cycle 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 Proposed Scheme in both directions. These high-quality cycle tracks will generally be 2.0 m 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>  |
| 8.5.4.2 | Movement and Transport – Walking                                    | MTO18                            | <i>‘To develop a high-quality pedestrian environment at new public transport</i>   | The Proposed Scheme aligns with the objective as along the route,   |

| Section | Chapter Title / Sub-Heading  | Bullet Point No. / Objective No. | Paragraph / Policy / Objective   | Project Response   |
|---------|--|----------------------------------|--|--|
|         |  |                                  | <i>interchanges and to consider the needs of pedestrians in the design of all infrastructure projects.'</i>  | <p>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>   |
| 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 of 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. Drainage of newly paved areas will include SuDS measures to treat and attenuate any additional runoff.</p> <p>Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>  |
| 9.5.9   | 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 the objective as it provides lighting as appropriate to the end use. Some existing public lighting will be upgraded along the scheme.</p>   |

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|         |   |                                  |   | Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.  |
| 10.5.3  | Green Infrastructure, Open Space & Recreation – Parks and Open Spaces | GI10                             | <i>‘To continue to manage and protect and/or enhance public open spaces to meet the social, recreational, conservation and ecological needs of the city and to consider the development of appropriate complementary facilities which do not detract from the amenities of spaces.’</i> | <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>  |
| 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>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  | GI04                             | <i>‘To improve pedestrian and cycle access routes to strategic level amenities while ensuring that ecosystem functions and existing amenity uses are not compromised and existing biodiversity and heritage is protected and enhanced.’</i>   | <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.</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>  |

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|---------|---|----------------------------------|---|---|
| 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>There are no Tree Preservation Orders or preservation objectives along the Proposed Scheme.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR 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 17 (Landscape (Townscape) &amp; Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR 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 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>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed</p> |

| Section   | Chapter Title / Sub-Heading                      | Bullet Point No. / Objective No. | Paragraph / Policy / Objective  | Project Response  |
|-----------|--|----------------------------------|---|---|
|           |  |                                  |   | Scheme Description) in Volume 2 of the EIAR for further details.  |
| 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>The Proposed Scheme was informed by relevant legislation, guidelines, policy, and advice notes, Relevant extracts from the City and County Development Plans are contained in Appendix A15.3 in Volume 4 of the EIAR. Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p> |
| 11.1.5.14 | Built Heritage and Culture – Monument Protection | CHCO10                           | <i>'It is the objective of Dublin City Council to</i>   | The Proposed Scheme aligns with the objective as it has considered the Dublin City Industrial Heritage Record as part of the EIA  |

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|         |                             |                                  | <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>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 one of the primary objectives 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 &amp; 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</li> </ul> |

| Section | Chapter Title / Sub-Heading              | Bullet Point No. / Objective No. | Paragraph / Policy / Objective  | Project Response   |
|---------|--|----------------------------------|---|--|
|         |  |                                  |   | <p>safe, accessible, and attractive for people of all abilities and ages.</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>   |
| 9.5.8   | Sustainable Environmental Infrastructure | SIO29:                           | <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>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> |

## 1.2 Zoning Objectives

Table 1.2: DCC Zoning Objectives

| 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>  |
| Z2: Residential Neighbourhoods (Conservation Areas)        | <i>To protect and/or improve the amenities of residential conservation areas.</i>                                     | <i>'The overall quality of the area in design and layout terms is such that it requires special care in dealing with development proposals which affect structures in such areas, both protected and non-protected. The general objective for such areas is to protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area.'</i>   |
| Z4 – District Centres (incorporating Key District Centres) | <i>To provide for and improve mixed-services facilities.</i>  | <i>'Residential conservation areas have extensive groupings of buildings and associated open spaces with an attractive quality of architectural design and scale. The overall quality of the area in design and layout terms is such that it requires special care in dealing with development proposals which affect structures in such areas, both protected and non-protected. The general objective for such areas is to protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area.'</i> |
| 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.'</i>  |

| Zoning Objective   | Objective  | Summary Descriptive Text  |
|--|--|---|
| Z8 Georgian Conservation Areas                           | To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective.  | <i>'Lands zoned Z8 incorporate the main conservation areas in the city, primarily the Georgian Squares and streets. The aim is to protect the architectural character/design and overall setting of such areas. A range of uses is permitted in such zones, as the aim is to maintain and enhance these areas as active residential streets and squares during the day and at night-time.'</i>  |
| Z9 – Amenity / Open Space Lands / Green Network          | To preserve, provide and improve recreational amenity and open space and green networks  | <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 and Inner City Sustainable Mixed-Uses | 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>'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>   |
| Z12 – Institutional Land (Future Development Potential)  | To ensure that existing environmental amenities are protected in the predominantly residential future use of these lands   | <i>'In considering any proposal for development on lands subject to zoning objective Z12, other than development directly related to the existing community and institutional uses, Dublin City Council will require the preparation and submission of a masterplan setting out a clear vision for the future for the development of the entire land holding. In particular, the masterplan will need to identify the strategy for the provision of the 20% public open space requirements associated with any residential development, to ensure a co-ordinated approach to the creation of high-quality new public open space on new lands linked to the green network and/or other lands, where possible.'</i> |
| Z15 – Institutional and Community                        | To protect and provide for institutional and community uses.   | <i>'The present uses on the lands generally include community related development including schools, colleges, residential institutions and healthcare institutions, such as hospitals. Institutional and community lands display a variety of characteristics ranging from institutions in open grounds to long established complexes of buildings. They often provide ancillary and incidental activities for the local community such as use of part of the site for recreational purposes or the use of rooms for local meetings.'</i>  |

## 2. Dún Laoghaire-Rathdown County Council

### 2.1 Dún Laoghaire-Rathdown County Council Policies and Objectives

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

| Section | Chapter Title / Sub-heading     | Bullet point no. / Objective no. | Paragraph / Policy / Objective  | Scheme Response  |
|---------|---------------------------------|----------------------------------|---|--|
| 2.2.1   | Introduction                    | Paragraphs 4 and 5               | <i>Dún Laoghaire-Rathdown County Council recognises that the current trends in transportation, in particular the domination of the private car as the preferred mode choice – are unsustainable...In response, the emphasis must be on developing an efficient transport network where an increased proportion of residents of the County are within reasonable walking/cycling distance of local services and quality public transport infrastructure. There must also be a focus on promoting and facilitating the optimum use of existing (and proposed) transport services.</i> | <p>The Proposed Scheme aligns with the objective as it will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) for further details.</p>  |
| 2.2.6.1 | Planning for Sustainable Living | Policy ST1                       | <i>It is Council policy to require that all developments relating to the provision of future transport infrastructure integrate the requirements of EIA Directive, Habitats Directive, Water Framework Directive and Floods Directive, as appropriate.</i>  | <p>The Proposed Scheme aligns with the objective as the documentation submitted as part of the suite of application documents of the Proposed Scheme have been prepared in accordance with the EIA Directive, Habitats Directive, Water Framework Directive (WFD) and Floods Directive. A WFD assessment has been prepared as part of the Proposed Scheme.</p> <p>Refer to Chapter 1 (Proposed Scheme Introduction), Chapter 4 (Proposed Scheme Description) and Chapter 13 (Water) for further details.</p> |
| 2.2.6.2 | Planning for Sustainable Living | Policy ST2                       | <i>It is Council policy to actively support sustainable modes of transport and ensure that land use and zoning are fully integrated with the provision and development of high public quality transportation systems.</i>   | <p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6</p>  |

| Section | Chapter Title / Sub-heading     | Bullet point no. / Objective no. | Paragraph / Policy / Objective   | Scheme Response   |
|---------|---------------------------------|----------------------------------|--|---|
|         |                                 |                                  |  | (Traffic & Transport) for further details.  |
| 2.2.6.3 | Planning for Sustainable Living | Policy ST3                       | <i>It is Council policy to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transportation strategy for the County and the wider Dublin Region as set out in Department of Transport's 'Smarter Travel, A Sustainable Transport Future 2009 2020' and the NTA's 'Greater Dublin Area Draft Transport Strategy 2016-2035'. Effecting a modal shift from the private car to more sustainable modes of transport will be a paramount objective to be realised in the implementation of this policy</i> | <p>The Proposed Scheme aligns with the objective as BusConnects is the NTAs programme to provide enhanced walking, cycling and bus infrastructure in the Dublin region. The Proposed Scheme will promote modal shift from private car to a more sustainable forms of transport and increased bus priority.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) for further details.</p>   |
| 2.2.7.1 | Walking and Cycling             | Policy ST5                       | <i>It is Council Policy to secure the development of a high quality walking and cycling network across the County in accordance with relevant Council and National policy and guidelines.</i>  | <p>The Proposed Scheme aligns with the objective as it will enhance the potential for walking and cycling by providing safe infrastructure for both modes and segregated cycle tracks from general traffic wherever practicable. Which have been designed in accordance with relevant county and national policies.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) for further details.</p>  |
| 2.2.7.2 | Walking and Cycling             | Policy ST6                       | <i>The Council will continue to maintain and expand the footway and pedestrian route network to provide for accessible pedestrian routes within the County in accordance with best accessibility practice.</i>   | <p>The Proposed Scheme aligns with the objective as an audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was carried out in 2020 in order to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation where possible.</p> <p>It has been designed to include:</p> |

| Section | Chapter Title / Sub-heading | Bullet point no. / Objective no. | Paragraph / Policy / Objective   | Scheme Response   |
|---------|-----------------------------|----------------------------------|--|---|
|         |                             |                                  |  | <p>More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</p> <p>Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) for further details.</p> |
| 2.2.7.3 | Walking and Cycling         | Policy ST7                       | <i>It is Council policy to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Cycle Network Plan for the Greater Dublin Area.</i>   | <p>The Proposed Scheme aligns with the objective as BusConnects is the NTAs programme to provide enhanced walking, cycling and bus infrastructure in the Dublin region. The Proposed Scheme will deliver safe, segregated cycling facilities along the corridor as part of BusConnects.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) for further details.</p>  |
| 2.2.8.1 | Public Transport            | Policy ST11                      | <i>It is Council policy to secure improvements to the public transport system as set out in 'Smarter Travel, A Sustainable Transport Future 2009-2020' and the NTA's 'Greater Dublin Area Draft Transport Strategy 2016-2035' by optimising existing or proposed transport corridors and interchanges and by developing new Park and Ride and taxi rank facilities at appropriate locations.</i> | <p>The Proposed Scheme will support the objectives in the NTA Smarter Travel document and the NTA's Greater Dublin Area Draft Transport Strategy 2016-2035 by providing improvements to pedestrian and cycle amenities along the Proposed Scheme, whilst also providing greater reliability for road-based public transport.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic &amp; Transport) for further details.</p>                           |
| 2.2.8.2 | Public Transport            | Policy ST12                      | <i>It is Council policy to co-operate with the NTA and other relevant agencies to facilitate the implementation of the Bus Network measures as set out in the NTA's 'Greater Dublin Area Draft Transport 2016-2035' and to extend the bus network to other areas where appropriate</i>   | <p>The Proposed Scheme aligns with the objective as BusConnects is the NTAs programme to provide enhanced walking, cycling and bus infrastructure in the Dublin region. as It will improve the Bus Network along the scheme and enhance the</p>   |

| Section  | Chapter Title / Sub-heading          | Bullet point no. / Objective no. | Paragraph / Policy / Objective  | Scheme Response   |
|----------|--------------------------------------|----------------------------------|---|---|
|          |                                      |                                  | <i>subject to design, public consultation, approval, finance and resources.</i>   | interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future.<br><br>Refer to Chapter 2 (Need for the Proposed Scheme) and Chapter 4 (Proposed Scheme Description) for further details.  |
| 2.2.8.3  | Public Transport                     | Policy ST13                      | <i>It is Council policy to co-operate with the NTA and other relevant agencies to facilitate the introduction of Bus Rapid Transit measures as set out in the NTA's 'Greater Dublin Area Draft Transport Strategy 2016-2035' where appropriate subject to design, public consultation, approval, finance and resources.</i>   | The Proposed Scheme aligns with the objective as BusConnects is the NTAs programme to provide enhanced walking, cycling and bus infrastructure in the Dublin region.<br><br>Refer to Chapter 2 (Need for the Proposed Scheme) and Chapter 4 (Proposed Scheme Description) for further details.  |
| 2.2.10.1 | Public Transport                     | Policy ST25                      | <i>It is Council policy, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities.</i>   | The Proposed Scheme aligns with the objective as BusConnects is the NTAs programme to provide enhanced walking, cycling and bus infrastructure in the Dublin region. It will improve the safety of road users through the segregation of road vehicles and active travel modes.<br><br>Refer to Chapter 2 (Need for the Proposed Scheme) and Chapter 4 (Proposed Scheme Description) for further details. |
| 4.1.3.4  | Landscape, Heritage and Biodiversity | Policy LHB22                     | <i>It is Council policy to protect and preserve areas designated as proposed Natural Heritage Areas, candidate Special Areas of Conservation, and Special Protection Areas. It is Council policy to promote the maintenance and as appropriate, delivery of 'favourable' conservation status of habitats and species within these areas.</i>  | The Proposed Scheme aligns with the objective as it will not result in any significant residual effects on designated areas.<br><br>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) and for further details.   |
| 4.1.3.5  | Landscape, Heritage and Biodiversity | Policy LHB23                     | <i>It is Council policy to protect and promote the conservation of biodiversity in areas of natural heritage importance outside Designated Areas and to ensure that notable sites, habitats and features of biodiversity importance - including species protected under the Wildlife Acts 1976 and 2000, the Birds Directive 1979, the Habitats Directive 1992, and rare species - are adequately protected. Ecological assessments</i> | The Proposed Scheme aligns with the objective as it will not result in any significant residual effects on designated areas.<br><br>The Proposed Scheme aligns with the objective as the landscape design for the Proposed Scheme includes proposed trees, hedgerows,   |

| Section | Chapter Title / Sub-heading          | Bullet point no. / Objective no. | Paragraph / Policy / Objective  | Scheme Response  |
|---------|--------------------------------------|----------------------------------|---|--|
|         |                                      |                                  | <i>will be carried out for all developments in areas that support, or have potential to support, features of biodiversity importance or rare and protected species and appropriate mitigation/avoidance measures will be implemented. In implementing this policy regard shall be had to the recommendations and objectives of the Green City Guidelines (2008) and 'Ecological Guidance Notes for Local Authorities and Developers' (Dún Laoghaire-Rathdown Version 2014).</i> | native planting, ornamental planting, amenity grass areas and species rich grasslands, both as mitigation for loss of trees as well as to enhance ecological value along the route. Wherever possible trees will be retained along the Proposed Scheme.<br><br>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 12 (Biodiversity) and for further details.   |
| 4.1.3.7 | Landscape, Heritage and Biodiversity | Policy LHB25                     | <i>It is Council policy to maintain and protect the natural character and ecological value of the river and stream corridors in the County and where possible to enhance existing channels and to encourage diversity of habitat. It is also policy (subject to the sensitivity of the riverside habitat) to provide public access to riparian corridors to promote improved passive recreational activities.</i>   | The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme. No significant impacts are anticipated for any other waterbody in the study area.<br><br>Refer to Chapter 4 (Proposed Scheme Description), Chapter 13 (Water) and Chapter 17 (Landscape (Townscape) and Visual), for further details. |
| 4.1.3.8 | Landscape, Heritage and Biodiversity | Policy LHB26                     | <i>It is Council policy to protect hedgerows in the County from development, which would impact adversely upon them. It is Council policy to promote the County's hedgerows by increasing coverage, where possible, using locally native species and to develop an appropriate code of practice for road hedgerow maintenance.</i>  | The Proposed Scheme aligns with the objective as here existing trees, hedges, and / or plantings are removed from temporary acquisition areas, new planting and paving will be provided in replacement of those removed. In general, unless not feasible or practicable, new plant species will match that of those removed.<br><br>Refer to Chapter 12 (Biodiversity) and Chapter 17 (Landscape (Townscape) and Visual) for further details.  |

| Section | Chapter Title / Sub-heading                 | Bullet point no. / Objective no. | Paragraph / Policy / Objective  | Scheme Response   |
|---------|---|----------------------------------|---|---|
| 4.2.2.7 | Open Space and Recreation                   | Policy OSR7                      | <i>It is Council policy to implement the objectives and policies of the Tree Strategy for the County – 'dlr TREES 2011-2015' - to ensure that the tree cover in the County is managed and developed to optimise the environmental, climatic and educational benefits which derive from an 'urban forest'.</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. Dlr TREES: A Tree Strategy for Dún Laoghaire-Rathdown was considered as part of the Proposed Scheme.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) and Visual) for further details.</p>  |
| 4.2.2.7 | Open Space and Recreation                   | Policy OSR8                      | <i>It is Council policy to develop a comprehensive network of County Greenways linking parks and public open spaces and to liaise with adjoining local authorities and other stakeholders to achieve and improve wider external linkages and corridors.</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. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) and Visual) for further details.</p> |
| 5.1.1.3 | Environmental Infrastructure and Management | Policy EI3                       | <i>It is Council policy to require that a Sustainable Drainage System (SuDS) is applied to any development and that site specific solutions to surface water drainage systems are developed, which meet the requirements of the Water Framework Directive and the associated River Basin Management Plans and 'Water Quality in Ireland 2007-2009' (EPA 2011) or any updated version of the document.</i> | <p>The Proposed Scheme has used green infrastructure initiatives such as SuDS. SuDS measures were designed to attenuate runoff for any newly paved areas. The WFD, River Basin Management Plans have been considered as part of the assessments / designs.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 13 (Water) for further details.</p>  |
| 5.1.1.7 | Environmental Infrastructure and Management | Policy EI8                       | <i>It is Council policy to support Irish Water in its implementation of Water Quality Management Plans for ground, surface, coastal and estuarine waters as part of the implementation of the EU Water Framework Directive.</i>   | <p>The Proposed Scheme aligns with the objective as Chapter 13 water has found that there are no residual impacts on any receptor in the study area.</p>  |

| Section | Chapter Title / Sub-heading                    | Bullet point no. / Objective no. | Paragraph / Policy / Objective   | Scheme Response  |
|---------|--|----------------------------------|--|--|
|         |  |                                  |  | Refer to Chapter 13 (Water) for further details.   |
| 5.2.1.1 | Climate Change, Energy Efficiency and Flooding | CC1                              | <i>It is Council policy to implement the 'National Climate Change Adaptation Framework - Building Resilience to Climate Change' by supporting the preparation of a Climate Change Adaptation Plan.</i>   | <p>The Proposed Scheme aligns with the objectives and actions set out in the National Adaptation Framework. Responses to risks from climate change on the integrity of the infrastructure has been considered both in the design and approach taken and the EIAR.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) for further details.</p>   |
| 5.2.1.2 | Climate Change, Energy Efficiency and Flooding | CC2                              | <i>It is Council policy to support on an ongoing basis the Government programme for the development of a National Climate Change Policy and Legislation through the inclusion and implementation of supporting and complementary County Development Plan policies.</i>   | <p>The Proposed Scheme aligns with the objectives and actions set out in the National Adaptation Framework. Responses to risks from climate change on the integrity of the infrastructure has been considered both in the design approach taken and the EIAR.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) for further details.</p>   |
| 5.2.2.1 | Climate Change, Energy Efficiency and Flooding | CC3                              | <i>It is Council policy to support on an ongoing basis the Government Programme for the development of Energy Policy and Legislation through the implementation of supporting policies in this County Development Plan - particularly those promoting use of renewable energy sources, energy efficiency, sustainable transport and land use planning.</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 4 (Proposed Scheme Description) and Chapter 8 (Climate) for further details.</p>   |
| 5.2.2.3 | Climate Change, Energy Efficiency and Flooding | CC5                              | <i>It is Council policy to support National and International initiatives for limiting emissions of greenhouse gases.</i>  | <p>The Proposed Scheme aligns with the objective as its will help to facilitate a reduction in emissions from the transport sector. The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. It will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> |

| Section | Chapter Title / Sub-heading | Bullet point no. / Objective no. | Paragraph / Policy / Objective  | Scheme Response  |
|---------|-----------------------------|----------------------------------|---|--|
|         |                             |                                  |   | Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) for further details.  |
| 8.1.1.1 | Urban Design                | UD1                              | <i>It is Council policy to ensure that all development is of high quality design that assists in promoting a 'sense of place'. The Council will promote the guidance principles set out in the 'Urban Design Manual – A Best Practice Guide' (2009), and in the 'Design Manual for Urban Roads and Streets' (2013) and will seek to ensure that development proposals are cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, wayfinding and detailed design.</i> | <p>The Proposed Scheme aligns with the objective as it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme. The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape where possible.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) and Visual) for further details.</p> |
| 8.1.2.2 | Urban Design                | UD5                              | <i>It is Council policy to promote safer and more attractive streets and public realm for all road users throughout the County by pro-actively engaging with, and adhering to, the 'shared space' concept and guidance set out in the 'Design Manual for Urban Roads and Streets' (2013).</i>   | <p>The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. The Proposed Scheme was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) and Visual) for further details.</p>   |
| 8.1.2.2 | Urban Design                | UD7                              | <i>It is Council policy to promote urban tree planting throughout the County in accordance with the provisions of 'dlr TREES: A Tree Strategy for Dún Laoghaire-Rathdown 2011 – 2015' and to preserve existing trees where possible and appropriate.</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.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) and Visual) for further details.</p>  |

| Section  | Chapter Title / Sub-heading           | Bullet point no. / Objective no. | Paragraph / Policy / Objective   | Scheme Response  |
|----------|---------------------------------------|----------------------------------|--|--|
| 2.2.10.3 | Sustainable Travel and Transportation | ST27                             | <i>It is Council policy to require Traffic and Transportation Assessments and/or Road Safety Audits for major developments – in accordance with the TII Traffic and Transport Assessment Guidelines 2014 - to assess the traffic impacts on the surrounding road network and provide measures to mitigate any adverse impacts - all in accordance with best practice guidelines.</i> | The Proposed Scheme aligns with the objective as a Road Safety Audit was undertaken as part of the design process and the issues raised were addressed as part of the design.<br><br>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) for further details for further details. |
| 2.2.10.5 | Sustainable Travel and Transportation | ST29                             | <i>It is Council policy to implement the Road Safety Authority's 'Road Safety Strategy 2013 - 2020' in conjunction with relevant stakeholders and agencies.</i>  | The Proposed Scheme aligns with the objective as the Road Safety Strategy has been considered.<br><br>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) for further details for further details.  |

## 2.2 Zoning Objectives

Table 2.2: DLR Zoning Objectives

| Zoning Objective | Objective   | Summary Descriptive Text   |
|------------------|---|--|
| A                | <i>'To protect and/or improve residential amenity. and/or improve residential amenity.'</i>   | <i>'The land uses designated under this zoning objective as 'Permitted in Principle' are, subject to compliance with the relevant policies, standards and requirements set out in this Plan, generally acceptable:<br/><br/>Assisted Living Accommodation, Open Space, Public Services, Residential, Residential Institution, Travellers Accommodation.'</i>   |
| NC               | <i>'To protect, provide for and/or improve mixed-use neighbourhood centre facilities.'</i>    | <i>'The land uses designated under this zoning objective as 'Permitted in Principle' are, subject to compliance with the relevant policies, standards and requirements set out in this Plan, generally acceptable:<br/><br/>Advertisements and Advertising Structures, Assisted Living Accommodation, Betting Office, Carpark, Community Facility, Craft Centre/Craft Shop, Childcare Service, Cultural Use, Doctor/ Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Offices less than 300 sq.m., Open Space, Petrol Station, Public House, Public Services, Residential, Residential Institution, Restaurant, Service Garage, Shop-Neighbourhood, Sports Facility, Tea Room/ Café, Veterinary Surgery.'</i> |
| F                | <i>'To preserve and provide for open space with ancillary active recreational amenities.'</i> | <i>'The land uses designated under this zoning objective as 'Permitted in Principle' are, subject to compliance</i>  |

| Zoning Objective | Objective   | Summary Descriptive Text  |
|------------------|---|---|
|                  |   | <p><i>with the relevant policies, standards and requirements set out in this Plan, generally acceptable:</i></p> <p><i>Community Facility, Cultural Use, Open Space, Sports Facility, Travellers Accommodation.'</i></p>  |
| MH               | <p><i>'To improve, encourage and facilitate the provision and expansion of medical hospital uses and services.'</i></p> | <p><i>'The land uses designated under this zoning objective as 'Permitted in Principle' are, subject to compliance with the relevant policies, standards and requirements set out in this Plan, generally acceptable:</i></p> <p><i>Advertisements and Advertising Structures, Community Facility, Childcare Service, Doctor/ Dentist etc., Education, Funeral Home, Health Centre / Healthcare Facility, Hospital, Open Space, Place of Public Worship, Public Services, Small Scale Convenience Shop (300 sq.m.), Tea Room/Café, Transitional/step-down non-acute medical facilities and rehabilitation services (including associated on site, short-stay accommodation), Veterinary Surgery.'</i></p>   |
| DC               | <p><i>To protect, provide for and/or improve mixed-use district centre facilities</i></p>                               | <p><i>'The land uses designated under this zoning objective as 'Permitted in Principle' are, subject to compliance with the relevant policies, standards and requirements set out in this Plan, generally acceptable:</i></p> <p><i>Advertisements and Advertising Structures, Assisted Living Accommodation, Betting Office, Carpark, Community Facility, Craft Centre/Craft Shop, Childcare Service, Cultural Use, Doctor/ Dentist etc., Education, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Home Based Economic Activities, Hospital, Hotel/Motel, Household Fuel Depot, Industry-Light, Leisure Facility, Motor Sales Outlet, Nightclub, Off-License, Office Based Industry, Offices less than 1000sq.m., Open Space, Petrol Station, Public House, Place of Public Worship, Public Services, Residential, Residential Institution, Restaurant, Service Garage, Shop-Major Convenience, Shop-Specialist, Shop-Neighbourhood, Shop-District, Sports Facility, Tea Room/Café, Veterinary Surgery.'</i></p> |

### **3. References**

Dublin City Council (2016) Dublin City Development Plan 2016 – 2022.

Dún Laoghaire-Rathdown County Council (2016) County Development Plan 2016 - 2022