

Belfield/ Blackrock to City Centre Core Bus Corridor Scheme Section 146B Request Planning Report

National Transport Authority

Belfield/ Blackrock CBC Section 146B Request

12 October 2026

NTA
Údarás Náisiúnta Iompair
National Transport Authority



Riailas
na hÉireann
Government
of Ireland

Tionseadal Éireann
Project Ireland
2040

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1. Introduction

The NTA hereby wishes to lodge a request under Section 146B of the Planning and Development Act 2000 (as amended) for a minor alteration of the Belfield/ Blackrock to City Centre Core Bus Corridor Scheme, approved by An Bord Pleanála on 27 March 2024 (Reference ABP-313509-22). The Belfield/ Blackrock to City Centre Core Bus Corridor Scheme is referred to throughout this report as the ‘Approved Scheme’, and the minor alteration request is referred to as the “Proposed Minor Alteration”.

The Proposed Minor Alteration relates to the section of the Approved Scheme adjoining Blackrock Clinic on the Rock Road (R118). Blackrock Clinic has separately obtained planning permission for development that includes the relocation of its vehicular entrance and associated junction works. Blackrock Clinic’s development is currently under construction, noting that the revised entrance/access is now in operation. Although both developments have been consented, their approved layouts do not align at this location.

The Proposed Minor Alteration is necessary to achieve consistency between the Approved Scheme and the consented new entrance/access to Blackrock Clinic, and primarily comprises the incorporation of the consented new entrance/access to Blackrock Clinic, and the associated local revisions to the road layout, traffic signals, pedestrian and cycling infrastructure and scheme boundary to accommodate it, while maintaining the principles of the Approved Scheme. The Proposed Minor Alteration affects a limited extent of the Approved Scheme (approx. 185 metres), retaining the nature and purpose of the approved bus priority, walking and cycling works.

The Proposed Minor Alteration requires a change to the original approved planning application boundary of the Approved Scheme, including additional limited permanent and temporary lands outside that original boundary. The NTA proposes to secure these additional limited lands through a separate, limited Compulsory Purchase Order (CPO), exercising its statutory acquisition powers under Section 44 of the Dublin Transport Authority Act 2008 (as amended), in accordance with Part XIV of the Planning and Development Act 2000 (as amended). This follows the statutory approach used for the original confirmed CPO for the Approved Scheme. Further, certain lands included in the original confirmed CPO will no longer be required permanently but would remain necessary temporarily during construction.

The proposed changes are illustrated on the revised General Arrangement Drawing and accompanying overlay drawing, which identify the alterations relative to the approved layout and planning application boundary.

This Planning Report addresses the statutory considerations relevant to the An Coimisiún Pleanála’s consideration of an alteration requested under Section 146B of the Planning and Development Act 2000 (as amended). It describes the Proposed Minor Alteration and its rationale, and addresses both the materiality of the alteration, and the relevant planning and environmental considerations to inform An Coimisiún Pleanála’s determination. It should be read alongside the following accompanying documents:

- Environmental Assessments Review;
- Engineering Technical Note; and
- Drawings –
 - Context Plan - BCIDC-ARP-PDV_PD-1415_XX_00-SK-CR-0005
 - General Arrangement 2022 - BCIDC-ARP-GEO_GA-1415_XX_00-DR-CR-0005 Revision M01
 - General Arrangement 2026 - BCIDC-ARP-GEO_GA-1415_XX_00-DR-CR-0005 Revision M02
 - Comparison drawing - BCIDC-ARP-PDV_PD_XX_00-DR-CR-0074-01

1.1. The Applicant

The Applicant for the Proposed Minor Alteration is the National Transport Authority (NTA).

The NTA is a statutory non-commercial body operating under the aegis of the Department of Transport, with responsibility for developing and implementing strategies to provide high quality, accessible and sustainable transport across Ireland. It is responsible for delivering BusConnects Dublin, a programme to improve bus services and bus, cycling and pedestrian infrastructure across the Greater Dublin Area, of which the Approved Scheme forms part.

1.2. Site Location

The Approved Scheme extends from the junction of Mount Street Upper and Merrion Square East/North, to the R113 at Temple Hill/ Stradbroke Road, and from Stillorgan Road to Merrion Road along Nutley Lane, within the planning authority areas of Dublin City Council and Dún Laoghaire Rathdown County Council.

The Proposed Minor Alteration is confined to a small section of the Rock Road (R118) adjoining Blackrock Clinic, in the vicinity of its former and related entrances and the junctions with Emmet Square and Phoenix Terrace.

The location of the Proposed Minor Alteration is shown on the Site Location Plan that accompanies this document.

1.3. Relevant Site Planning History

On 6 May 2022, pursuant to Section 51 of the Roads Act 1993 (as amended), the NTA lodged an application with An Bord Pleanála (now An Coimisiún Pleanála) relating to a proposed road development for the construction and operation of the Belfield/ Blackrock to City Centre Core Bus Corridor Scheme (reference ABP-313509-22), which An Coimisiún Pleanála approved on 27 March 2024, subject to 19 conditions. The Approved Scheme was subject to Environmental Impact Assessment and Appropriate Assessment.

On the same day, An Bord Pleanála confirmed the associated Compulsory Purchase Order (reference ABP-313565-22) without modifications, authorising the acquisition of lands and rights over lands required for the construction and operation of the Approved Scheme.

Separately, on 7 July 2023, An Bord Pleanála granted permission (DLR Ref. D21A/0627, ABP Ref. 312908-22) for the relocation of Blackrock Clinic's main vehicular entrance and the associated signalised junction on Rock Road approximately 60 metres south of the previous entrance, together with associated works. This development is currently under construction. However, the new entrance/access arrangements to Blackrock Clinic are in operation.

1.4. Need for the Proposed Minor Alteration

The design of the Approved Scheme took into account the entrance to Blackrock Clinic and associated junction arrangements that were in place at the time of lodgement. Blackrock Clinic's separately consented development, which is currently under construction, noting the new entrance/access arrangement to Blackrock Clinic is already in operation, relocates that entrance and changes the adjoining junction layout on the Rock Road. The two approved layouts do not align at this location and cannot both be implemented together in line with their consents without resolving these differences.

A minor alteration to the Approved Scheme is therefore proposed to achieve consistency with Blackrock Clinic's consented development with the new entrance/access arrangement to Blackrock Clinic already in operation. This would enable the bus corridor infrastructure at this location and Blackrock Clinic's access arrangements to be delivered as a coordinated layout. The need arises from integrating the two developments; the nature and purpose of the approved transport infrastructure remain unchanged.

1.5. An Coimisiún Pleanála Considerations

Section 146B(2)(a) of the Planning and Development Act 2000 (as amended) provides that, as soon as practicable after the making of a request for an alteration, the Commission shall make a decision as to whether the making of the alteration to which the request relates would constitute the making of a material alteration of the terms of the development concerned.

If the Commission decides that the making of the alteration would not constitute the making of a material alteration of the terms of the development concerned, then, Section 146B(3)(a) provides that the Commission shall make the alteration.

If the Commission decides that the making of the alteration would constitute the making of a material alteration, then Sections 146B(3)(b), to (7) provide for further consideration of its likely significant effects on the environment, having regard to specified environmental criteria and supporting information.

This report addresses these considerations through the description of the Proposed Minor Alteration and revised land requirements in Section 2, the planning policy assessment in Section 3, the relevant precedents addressed in Section 4 and the assessment of materiality and environmental considerations set out in Section 5. The accompanying Environmental Assessments Review considers the likely significant effects of the Proposed Minor Alteration on the environment, including on European Sites. Together, these documents support the NTA's position that the Proposed Minor Alteration is non-material and provide the information necessary to assist the Commission in considering this application.

Section 143 of the Planning and Development Act 2000 (as amended) identifies the policies, objectives and strategic considerations to which An Coimisiún Pleanála must have regard in performing its functions, including in its consideration of this application. This report addresses those matters insofar as they relate to the Proposed Minor Alteration, its location, its extent and its relationship with the Approved Scheme.

The matters identified in Section 143(1)(a), (b) and (c), are addressed as follows:

(a) **Policies and objectives** (referred to in Section 143(1)(a)) – Section 3 of this Planning Report considers the policy framework relevant to the Proposed Minor Alteration, including updates since the approval of the Approved Scheme. It sets out how the local layout adjustments and revised boundary which form part of the Proposed Minor Alteration are consistent with that framework, including the relevant land use zoning objectives.

(b) **National interest and issues of strategic economic or social importance** (referred to in Section 143(1)(b)) – This application for the Proposed Minor Alteration supports the delivery of BusConnects infrastructure by resolving the interface between the Approved Scheme and Blackrock Clinic's separately consented development. Its purpose is to enable the approved bus priority, pedestrian and cycling infrastructure which form part of the Approved

Scheme to be delivered alongside Blackrock Clinic's revised access arrangements, retaining the strategic transport purpose of the Approved Scheme.

(c) **National Planning Framework and Regional Spatial and Economic Strategy** (referred to in Section 143(1)(c)) – Section 3 of this Planning Report considers the Proposed Minor Alteration in the context of the National Planning Framework First Revision (2025) and the Eastern and Midland Regional Spatial and Economic Strategy 2019 – 2031, insofar as their sustainable mobility objectives are relevant to this application.



2. Proposed Minor Alteration

2.1 Overview

The Proposed Minor Alteration relates to a small section of the Approved Scheme on the Rock Road (R118) adjoining the Blackrock Clinic, including the junctions with Phoenix Terrace and Emmet Square. It comprises local revisions to the road layout, junction arrangements and associated infrastructure to accommodate its relocated entrance while retaining the bus priority, pedestrian provision and segregated cycling provision which form part of the Approved Scheme.

The proposed layout is shown on the revised General Arrangement Drawing. An accompanying overlay drawing, *General Arrangement 2026 - BCIDC-ARP-GEO_GA-1415_XX_00-DR-CR-0005 Revision M02*, identifies the changes relative to the Approved Scheme.

2.2 Road Layout and Junction Arrangements

At the relocated Blackrock Clinic entrance, the layout proposed as part of the Proposed Minor Alteration will accommodate the right-turn lane provided as part of the Blackrock Clinic development at the signal controlled junction with the Rock Road and Phoenix Terrace. The Rock Road would be widened locally to provide segregated inbound and outbound cycle tracks alongside the bus lanes, consistent with what was envisaged by the Approved Scheme.

To accommodate this layout, the Blackrock Clinic boundary would be set back further into its grounds over a length of approximately 49 metres between the former and relocated entrances.

At the former entrance, the proposed layout proposed as part of the Proposed Minor Alteration will reflect the removal of the access and the resulting three-arm junction between Rock Road and Emmet Square. Local widening and revisions to the boundary treatment would accommodate the bus lanes and segregated cycle tracks.

The clinic has implemented a new right turning lane from the Rock Road (R118) into Blackrock Clinic's new as-built entrance. Whilst the Approved Scheme did not propose any new right turn lane to the Blackrock Clinic in 2022, it is the intention that this Proposed Minor Alteration accommodates a new right turning lane within the Proposed Minor Alteration. To achieve the objectives of the Approved Scheme, the Rock Road (R118) will have to be widened and the newly as-built boundary wall in front of the clinic will have to be relocated further west within the Blackrock Clinic lands. The set-back of this wall will be from 2m to 4m between the old and the new entrance junctions.

2.3 Pedestrian Crossings and Associated Works

At the Emmet Square Junction, the existing pedestrian crossing on the northern arm of Rock Road would be converted to a Toucan crossing, as envisaged by the Approved Scheme. The proposed Toucan crossing on the southern arm would be relocated approximately 10 metres northwards, closer to the junction.

The proposed green space adjoining Emmet Square would consequently be relocated approximately 6 metres southwards. The northbound bus lane and traffic lane stop lines would also be adjusted to suit the revised crossing position.

Bus lane road markings advising drivers to merge to turn left would be repositioned at the Emmet Square and Phoenix Terrace junctions. Associated adjustments to traffic signals, kerbs, footpaths, landscaping, surface drainage and boundary treatment would be undertaken to tie in with the revised layout.

There is no additional tree removal required as a result of the revised permanent land requirements. There were 12 no. proposed trees that fell within the temporary land take of the Approved Scheme.

The same quantum of trees is proposed locally in this area under the Proposed Minor Alteration. This will be delivered by redistributing locally within the updated temporary land take. Further information is set out in the Engineering Report that forms part of this application.

2.4 Revised Scheme Boundary and Land Requirements

Given the location of the new entrance to Blackrock Clinic, the acquisition of certain limited lands will now be required to facilitate the Proposed Minor Alteration, if granted by the Commission. Accordingly, the NTA will be lodging an application for confirmation of a limited Compulsory Purchase Order so that (subject to the Commission confirming same) the NTA can acquire the lands necessary for the Proposed Minor Alteration.

To maintain the internal traffic management routing as proposed by Blackrock Clinic's permitted development, the proposed temporary land take for the Proposed Alteration is as shown on the General Arrangement drawing to facilitate internal rearrangement of Blackrock Clinic's car park during construction. The area of perpendicular parking along the newly as-built boundary of Blackrock Clinic shall be relocated to along the future boundary of the Proposed Alteration, requiring the temporary loss of this car parking area during construction. The operation of the remainder of the future car park in Blackrock Clinic can be maintained through minimal civil works such as re-marking of the car park road markings, relocating concrete upstands, relocating signage, etc, all within the proposed temporary land take line and in consultation with Blackrock Clinic.

The net effect of the change in lands to be acquired is set out in Table 1 below.

Table 1: Summary of Revised Permanent and Temporary Land Requirements

	Land Requirement	Area Acquired under Approved Scheme (m ²)	Area Acquired with Proposed Minor Alteration in Place
1	Permanent land take	460.5	749.4
2	Temporary Acquisition Needed for Construction*	450.9	416.2
3	Temporary Acquisition to reconfigure existing car park to facilitate construction**[	n/a	293.5

**The parcel of land at Blackrock Clinic's former entrance would remain required temporarily during construction but would no longer be required permanently following completion of the works.*

***This land will be temporarily occupied at the initial stage of construction to reconfigure the part of the car park remaining following the fencing off of the construction corridor. On completion of the scheme, this land will be reinstated with the rest of the temporarily acquired land.*

This identifies that the areas of land to be acquired both temporarily and permanently do not materially change when the Proposed Minor Alteration is considered, when the initial temporary car parking reconfiguration has been accounted for.

Further, and for completeness, it is noted that certain works identified in the Proposed Minor Alteration, at the new entrance, have already been carried out as part of Blackrock Clinic's separately consented development, and the acquisition here primarily relates to future maintenance of traffic signal equipment.

The provision of the Approved Scheme would have resulted in the permanent net loss of 6 car parking spaces from the Blackrock Clinic car park. The Proposed Minor Alteration is also envisaged to result in the permanent net loss of 6 no. car parking spaces (i.e., the same number of car parking spaces as under the Approved Scheme). While it is acknowledged that the recently constructed new Blackrock Clinic entrance and new right turn lane has resulted in the Blackrock Clinic's permitted development having an impact on its own car park layout and quantum of car parking spaces, the Proposed Minor Alteration results in no greater loss of car parking spaces in comparison to the Approved Scheme.

During the Construction Phase of the Proposed Minor Alteration, the proposed temporary land take (which will be the subject matter of a limited CPO to be lodged shortly with ACP), takes account of the Blackrock Clinic's proposed car park layout as per their planning permission. To maintain the internal traffic management routing as proposed by Blackrock Clinic's permitted development, the proposed temporary land take for the Proposed Minor Alteration facilitates internal rearrangement of Blackrock Clinic's car park during the construction phase of the Proposed Minor Alteration. The area of perpendicular parking along the newly as-built boundary of Blackrock Clinic shall be relocated to along the future boundary of the Proposed Minor Alteration, requiring the temporary loss of this car parking area during construction. The operation of the remainder of the future car park in Blackrock Clinic can be maintained through minimal civil works such as re-marking of the car park road markings, relocating concrete upstands, relocating signage, etc, all within the proposed temporary land take line and in consultation with Blackrock Clinic. Once the Approved Scheme as altered by this Proposed Minor Alteration is completed and operational, there will be a net loss of 6 no. car park spaces within Blackrock Clinic's proposed car park.

As mentioned in section 1 above, under section 44(6) of the Dublin Transport Authority Act 2008 (as amended), the NTA is empowered to acquire lands by means of a compulsory purchase order in accordance with Part XIV of the 2000 Act, for the purposes of performing its function of providing public transport infrastructure and in this instance providing the Belfield / Blackrock Scheme and the Proposed Minor Alteration. The NTA has a clear statutory authority to acquire the lands necessary for the proposed alteration and will be lodging an application to the Commission for confirmation of a limited CPO of lands owned at this location.

Further, the relocation of the entrance to Blackrock Clinic means that certain lands included in the CPO as confirmed by the Commission on 27 March 2024 (Ref. ABP-313565-22) will no longer be required. Further details on this will be set out in the CPO application.



3. Planning Policy and Climate Action Compliance



3.1 Scope of the Review

The planning policy framework applicable to the Approved Scheme was considered by the Commission as part of the approval of the Approved Scheme in March 2024. This section examines subsequent policy updates and relevant new climate action requirements insofar as they are relevant to the Proposed Minor Alteration. It assesses the Proposed Minor Alteration both (i) in its own right and (ii) as part of an altered Approved Scheme.

The review focuses on the local layout adjustments and revised land requirements adjoining Blackrock Clinic, including their implications for the land use zoning objective and the continued healthcare use of the site (permitted under SNI zoning).

Appendix C compares the policy documents cited in the Planning Report accompanying the original application with their current counterparts, identifying revised, replacement and subsequently adopted documents. The comparison provides supporting context for the focused review below.

3.2 National Policy and Climate Action

Since the Approved Scheme was approved in March 2024, the national policy framework has been updated, primarily through the National Planning Framework First Revision (2025) and the National Development Plan Review (2025) and subsequent climate action planning including the publication of the Climate Action Plan 2025. These updates are considered below insofar as they relate to the Proposed Minor Alteration.

3.2.1 National Planning Policy Updates

The National Planning Framework (NPF) First Revision 2025 maintains support for investment in public transport and active travel. Its Sustainable mobility section identifies delivery of the Transport Strategy for the Greater Dublin Area 2022-2042 through investment in projects including BusConnects. It also supports the development of safe cycling networks and improvements to sustainable transport infrastructure (pg. 162).

The Proposed Minor Alteration would enable the BusConnects infrastructure adjoining Blackrock Clinic to integrate with its separately consented development. It retains the nature and purpose of the proposed bus, pedestrian and cycling infrastructure included as part of the Approved Scheme and is consistent with the revised NPF's sustainable mobility objectives.

The National Development Plan (NDP) Review 2025 provides an updated investment framework for infrastructure delivery. The associated Sectoral Investment Plan for Transport 2026-2030 maintains investment in BusConnects, including the construction of Core Bus Corridors in Dublin which includes the Approved Scheme.

The Proposed Minor Alteration supports delivery of this investment by resolving the local interface between the Approved Scheme and the Blackrock Clinic development. The revised layout and associated boundary changes remain consistent with the NDP's continued commitment to BusConnects infrastructure.

3.2.2 Climate Action Legislation and the most recent approved Climate Action Plan

The Climate Action and Low Carbon Development Act 2015 (as amended) (the "**2015 Act**"), establishes the statutory framework for Ireland's climate objectives. As the Commission will be aware, section 15 of the 2015 Act provides that relevant bodies, which includes the Commission, shall perform their functions, insofar as practicable, in a manner consistent with the applicable climate plans, strategies and objectives specified in section 15 of the 2015 Act, including the most recent approved Climate Action Plan, national long-term climate action strategy, National Adaptation Framework and approved

sectoral adaptation plans. It also requires consistency with furtherance of the national climate objective and the objective of mitigating greenhouse gas emissions and adapting to the effects of climate change in the State. These matters are considered below insofar as they relate to the Proposed Minor Alteration.

Climate Action Plan 2025

The most recent approved Climate Action Plan is currently the Climate Action Plan 2025 ("CAP25"), which is to be read in conjunction with the Climate Action Plan 2024, and which provides an updated national programme of measures supporting delivery of Ireland's climate objectives. Relevant actions included in CAP25 are:-

TR/25/9 BusConnects Dublin: At least one Core Bus Corridor (CBC) approved at Approval Gate 3 and start construction.

TR/25/7 'Advance roll-out of walking/cycling infrastructure in line with National Cycle Network and CycleConnects plans'

TR/25/23 'Prioritise the delivery of further phases of the BusConnects Network Design Plan'

The Proposed Minor Alteration, when delivered as part of an altered Approved Scheme, contributes to the roll out and construction of the Core Bus Corridors.

The Proposed Minor Alteration, when delivered as part of an altered Approved Scheme, is designed to create better walking and cycling infrastructure, linking residential areas with public transport hubs and key destinations, thus making it easier and safer for people to choose active modes of transport over private car use, which aligns directly with CAP25's new action to advance walking and cycling infrastructure.

The Proposed Minor Alteration, when delivered as part of an altered Approved Scheme, contributes to the early delivery of bus services and bus priority measures, which are critical for creating a reliable and frequent system and therefore it also aligns with and supports the new Action TR/25/23 in relation to the delivery of the BusConnects Network Design Plan.

The supporting Environmental Assessments Review submitted with this application considers the construction and operational implications of the changes proposed as part of the Proposed Minor Alteration. The Proposed Minor Alteration supports the implementation of the Climate Action Plans 2024 and 2025, including Action TR/25/9 concerning the progression of BusConnects Dublin Core Bus Corridors into construction. By resolving the interface with Blackrock Clinic's consented entrance, it enables delivery of the approved bus priority, pedestrian and cycling infrastructure at this location. It therefore supports CAP25's objective of increasing sustainable transport trips and reducing reliance on private car travel as part of the Approved Scheme as altered.

National Long-term Climate Action Strategy

Ireland's Long-term Strategy on Greenhouse Gas Emissions Reductions was updated in 2024, following approval of the Approved Scheme. It sets out indicative pathways towards climate neutrality by 2050 and links the shorter term Climate Action Plans and carbon budgets with the national climate objective. The Proposed Minor Alteration supports this strategic direction by enabling delivery of the approved bus priority, pedestrian and cycling infrastructure at the interface with Blackrock Clinic. It preserves the contribution of that infrastructure to sustainable travel and transport decarbonisation as part of the Approved Scheme as altered.

National and sectoral adaptation frameworks

The National Adaptation Framework was updated in 2024, following approval of the Approved Scheme. It provides the national framework for reducing vulnerability to climate change and strengthening climate resilience. The Transport Sectoral Adaptation Plan 2025-2030 (T-SAP II) subsequently updated the transport sector's adaptation framework, addressing risks to infrastructure and services from flooding, storms, heatwaves and other climate related hazards.

The accompanying Environmental Assessment Review considers the climate implications of the Proposed Minor Alteration and finds that it would not introduce new climate impact pathways or materially alter the climate resilience measures of the Approved Scheme. The local revisions therefore retain the Scheme's approach to climate resilience and remain consistent with the direction of the updated national and transport adaptation frameworks.

National climate objective and mitigation and adaptation objectives

The national climate objective of achieving a climate resilient biodiversity rich, environmentally sustainable and climate neutral economy by 2050 was already established when the Approved Scheme was approved and remains applicable. The objectives in Section 15(1)(d) and (e) continue to apply; they are not new objectives introduced by the subsequent policy updates. The Proposed Minor Alteration supports their furtherance by enabling implementation of the approved sustainable transport infrastructure while retaining the Schemes climate resilience measures. Considered both individually and as part of the Approved Scheme as altered, it supports the transition towards lower carbon transport without materially changing the Scheme's approach to adaptation.

3.2.3 Alignment of the Proposed Minor Alteration with National Policy

The Proposed Minor Alteration remains consistent with the relevant national planning and climate policy framework. It resolves a local interface while retaining the Approved Scheme's sustainable transport function and contributes to the efficient movement along the corridor.

Considered in its own right and as part of an altered Approved Scheme, the Proposed Minor Alteration continues to support national policy. The policy updates that have occurred since the approval of the Approved Scheme as described above do not materially change the national policy considerations relevant to the Approved Scheme or the Proposed Minor Alteration. This finding also informs the assessment of materially set out in Section 5 of this Planning Report.

3.3 Local Planning Policy

The Dún Laoghaire – Rathdown County Development Plan 2022 – 2028 was in effect when the Approved Scheme was approved in March 2024, and continues to provide the local planning framework relevant to the area of the Proposed Minor Alteration. The consideration below focuses on the Proposed Minor Alteration's consistency with that framework.

The aims and objectives of the Approved Scheme are supported by International, European, National Regional and Local policies, as noted in the Planning Report that accompanied the application for approval of the Approved Scheme. The published Greater Dublin Area (GDA) Transport Strategy was informed by the NTA's Core Bus Network Report (NTA 2015) for the Dublin Metropolitan Area that supports the Approved Scheme to provide, as far as practicable, continuous bus priority along defined core bus routes. The Approved Scheme would follow one of these bus routes. The Planning Report also notes the benefits that the Approved Scheme would make a significant contribution to the overall aims and objectives of international, national and local level planning frameworks as well as the overall aims and objectives of the GDA Transport Strategy.

The Proposed Minor Alteration remains consistent with the Development Plan's strategic support for sustainable transport, public transport and active travel. It enables the approved bus priority, pedestrian and cycling infrastructure to integrate with Blackrock Clinic's separately consented development while retaining its contribution to the wider corridor. Considered both in its own right and as part of an altered Approved Scheme, it continues to be consistent with the strategic policy direction.

While the provision of road infrastructure is not explicitly scheduled as a Permitted in Principle or Open for Consideration use in the DLRDP 2022-2028, road infrastructure / public transport infrastructure is implicitly supported through the strategic policies and objectives of the development plans that promote BusConnects and improved public transport infrastructure. In addition, the plan states that *"Uses shown as 'Open for Consideration' are uses which may be permitted where the Planning Authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects, and would otherwise be consistent with the proper planning and sustainable development of the area"*.

The development of bus and associated infrastructure was determined to be appropriate on these lands as part of the Approved Scheme.

The affected Blackrock Clinic lands are zoned SNI – Sustainable Neighbourhood Infrastructure, with the objective: *"To protect, improve and encourage the provision of sustainable neighbourhood infrastructure."*

Table 13.1.7 in Chapter 13 (Land Use Zoning Objectives) of the Development Plan identifies hospitals and healthcare facilities as permitted in principle within the SNI zone, together with car parking ancillary to and directly connected with the primary use.

The Proposed Minor Alteration integrates the consented entrance with the approved bus, pedestrian and cycling infrastructure on the Rock Road. The revised land requirements affect a small extent of the Blackrock Clinic grounds without changing its established healthcare use. Temporary land provides space to reconfigure ancillary parking during construction and reinstate it following completion.

The Proposed Minor Alteration remains consistent with the Development Plan's strategic policy direction and is compatible with the SNI zoning objective, taking account of the revised land requirements and the continued healthcare use. This conclusion applies both to the Proposed Minor Alteration itself and to an altered Approved Scheme.

3.4 Summary of Policy Considerations

The Proposed Minor Alteration remains consistent with the relevant planning and climate action framework, both in its own right and as part of an altered Approved Scheme. The national policy updates and the Development Plan's strategic policies continue to support the delivery of public transport and active travel infrastructure.

The revised land requirements, including their potential permanent and temporary effects on ancillary parking, remain compatible with the SNI zoning objective. The Proposed Minor Alteration accommodates the consented access arrangements while retaining the healthcare use of the site and the transport function of the Approved Scheme.

The review, supported by the policy comparison in Appendix C, identifies no policy conflict or material change in the policy considerations relevant to the Proposed Minor Alteration. These findings support the assessment of materiality set out in Section 5 below.



4. Relevant Precedent

The following section considers previous Section 146B determinations, including alterations to an approved road development and an extension of an approved site boundary, which provide useful comparisons for the assessment of materiality of the Proposed Minor Alteration, having regard to their individual circumstances.

4.1 N5 Ballaghaderreen to Scramoge Road Development – ABP reference 321770-25

The N5 Ballaghaderreen to Scramoge Road Development was approved under Section 51 of the Roads Act 1993 (as amended), under reference ABP- 3000493-17. A subsequent Section 146B request sought to omit a box culvert and extend a watercourse diversion to discharge upstream of an approved bridge. The alteration was determined not to be material on 1 April 2025.

In considering the materiality of the requested alteration, the Inspector examined whether the alteration remained consistent with the planning policy context, whether it would introduce significant effects beyond those previously assessed, and whether it would adversely affect a European site. The Inspector concluded that the alteration would retain the character of the approved development without introducing new considerations or environmental effects, and that it would not be a material alteration.

4.1.1 Relevance to the Proposed Minor Alteration

The N5 determination provides a relevant comparison for the current application, as both concern alterations to road developments approved under Section 51 and which had been subject to Environmental Impact Assessment.

The Proposed Minor Alteration retains the nature and transport function of the Approved Scheme. The Environmental Assessments Review included with the Application identifies no materially different environmental effects requiring further assessment. This aligns with the considerations informing the N5 determination: continued consistency with planning policy, retention of the character of the approved development and the absence of significant additional environmental effects.

This example therefore supports the NTA's view that the Proposed Minor Alteration would not constitute a material alteration to the Approved Scheme.

4.2 Tallaght Hospital Satellite Centre – ABP reference 306749-20

A Section 146B request sought alterations to the Tallaght Hospital Satellite Centre, permitted as part of the National Paediatric Hospital development under reference PA0043. The request included an extension of the planning application boundary, revised parking, a generator and switchroom compound, drainage changes and other associated works. The Board (as it then was) determined that the alterations were not material on 8 June 2020.

In considering the proposed boundary extension, the Inspector referred to earlier determinations concerning the Blanchardstown Hospital Satellite Centre and Port of Cork. These established that changes to an approved site boundary could be accommodated under Section 146B. The Inspector concluded that the boundary extension did not constitute a material alteration (Inspector's Report, Section 6.2.1-6.2.2).

4.2.1 Relevance to the Proposed Minor Alteration

This determination provides a relevant comparison for the small revisions to the Approved Scheme boundary required as part of the Proposed Minor Alteration. It demonstrates that changes to an approved boundary do not, in themselves, necessarily constitute a material alteration.

The boundary revisions required as part of the Proposed Minor Alteration accommodate local adjustments necessary to integrate the Approved Scheme with Blackrock Clinic's separately consented development. The nature and transport function of the Approved Scheme are retained. The Environmental Assessments Review considers the revised permanent and temporary land requirements and identifies no materially different environmental effects requiring further assessment.

This example therefore also supports the NTA's view that the Proposed Minor Alteration would not constitute a material alteration to the Approved Scheme.

4.3 M28 Cork to Ringskiddy – ABP reference 319606-24

Cork County Council submitted a Section 146B request to alter the approved M28 Cork to Ringaskiddy Motorway Scheme, reference HA0053. The alterations involved revised electricity infrastructure, including removal of overhead infrastructure and installation of underground ducting. Part of the proposed ducting was located within Barnahely substation, outside the approved planning application boundary and CPO boundary. The Board determined that the alterations were not material on 5 July 2024.

The Inspector expressly considered the works outside the approved boundary. Having regard to the modest physical changes and the small area of additional land affected, the Inspector concluded that extending the boundary to include the substation works would not comprise a material alteration.

4.3.1 Relevance to the Proposed Minor Alteration

This case provides a direct comparison involving physical alterations to an approved road development and works outside its original boundary. It demonstrates that the assessment of materiality considers the nature, scale and effects of the changes, together with the circumstances of the additional lands.

The Proposed Minor Alteration similarly involves local adjustments extending beyond the original boundary of the Approved Scheme while retaining the purpose and transport function of the Approved Scheme. The Environmental Assessments Review submitted with this application considers the revised permanent and temporary land requirements and identifies no materially different environmental effects requiring further assessment.

This example therefore also supports the NTA's view that the Proposed Minor Alteration would not constitute a material alteration to the Approved Scheme.

4.4 N5 Ballaghaderreen to Scramoge Additional Active Travel Measures – ABP reference 314466-22

A separate Section 146B request sought additional active travel measures at three locations along the approved N5 Ballaghaderreen to Scramoge Road Project. The proposals included a pedestrian and cycling underpass and associated walking and cycling connections. The Board determined that the alterations were not material on 25 January 2023.

The active travel link at the eastern end of the scheme included a 250 metre section along an existing road outside the approved planning application boundary and CPO boundary. This required consideration of an extension to the boundary of the approved N5 Ballaghaderreen to Scramoge Road Project.

The Inspector considered that the limited boundary extension and modest physical changes would not constitute a material alteration. The assessment also considered whether the proposals would

change the character of the approved development or give rise significant environmental effects beyond those previously assessed.

4.4.1 Relevance to the Proposed Minor Alteration

This determination provides a relevant example of physical alterations to an approved road development subject to EIA, including walking and cycling infrastructure and works extending beyond the original boundary, which were held to be non-material alterations.

The Proposed Minor Alteration similarly comprises local adjustments to transport infrastructure and a revised scheme boundary. These adjustments would integrate the Approved Scheme with Blackrock Clinic's separately consented development while retaining the nature and transport function of the Approved Scheme. The Environmental Assessments Review identifies no materially different environmental effects requiring further assessment.

This example therefore also supports the NTA's view that the Proposed Minor Alteration would not constitute a material alteration to the Approved Scheme.



5. Section 146B Criteria



This section assesses whether the Proposed Minor Alteration would constitute a material alteration of the terms of the Approved Scheme. It draws on the description of the Proposed Minor Alteration set out in Section 2, the policy considerations addressed in Section 3, the precedents discussed in Section 4, and the supporting Environmental Assessments Review submitted with the application.

As the Commission will be aware, under Section 146B(2)(a) of the Planning and Development Act 2000 (as amended), the determination of materiality is a matter for An Coimisiún Pleanála.

5.1 Consideration of Materiality

A number of factors are relevant to the Commission's consideration of whether the Proposed Minor Alteration would constitute the making of material alteration to the Approved Scheme. Of particular relevance in this instance are (i) the circumstances in which the need for the Proposed Minor Alteration has arisen, (ii) the minor scale of the Proposed Minor Alteration in comparison with the scale of the Approved Scheme, and (iii) the fact that the Proposed Minor Alteration does not affect compliance with the conditions attached to the Approved Scheme. Each of these is addressed in this section, to inform the Commission's consideration of the materiality of the Proposed Minor Alteration.

First, the Proposed Minor Alteration is required to resolve the local interface between two consented developments. The Approved Scheme was designed to align with Blackrock Clinic's former entrance, whereas the separately consented development (which is currently under construction with the new entrance/access arrangements already in operation) relocates that entrance. The Proposed Minor Alteration will enable the developments to tie in to each other through small adjustments to the adjoining road layout, access arrangements and associated infrastructure. Therefore, having regard to the circumstances giving rise to the Proposed Minor Alteration, it would not constitute a material alteration to the Approved Scheme.

Second, the Approved Scheme extends over approximately 8.3 kilometres in total. The Proposed Minor Alteration affects only approximately 185 metres of the Proposed Scheme adjoining Blackrock Clinic, and leaves the remainder of the Approved Scheme unchanged. Its limited extent is considered alongside the revised permanent and temporary land requirements and the potential effects on ancillary parking. The changes retain the nature and transport function of the Approved Scheme, including bus priority, pedestrian and cycling infrastructure. They do not introduce a different form of development or change the overall purpose of the Approved Scheme in any way. Therefore, the Proposed Minor Alteration, which relates only to a very small area of the overall Approved Scheme, does not constitute a material alteration to the Approved Scheme.

Third, the Proposed Minor Alteration does not require changes to the substantive requirements of the conditions attached to the Approved Scheme. If the Commission makes the Proposed Minor Alteration, Condition No. 1 of the Approved Scheme (which requires that *"The Proposed Development shall be carried out and completed in accordance with the plans and particulars lodged with the application, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with a planning authority, the developer shall agree such details in writing with the relevant planning authority prior to commencement of development and the proposed development shall be carried out in accordance with the agreed particulars"*) will operate by reference to the revised plans and particulars for the affected section as submitted with this application. The remaining conditions would continue to apply without amendment and the Proposed Minor Alteration will not impact in any way on compliance with those conditions. Therefore, the Proposed Minor Alteration is also not material in this respect.

The revised planning application boundary reflects the land required to accommodate the Proposed Minor Alteration. Although some works would extend beyond the original boundary of the Approved Scheme, their function remains directly associated with and consistent with the Approved Scheme. Table 2.1 demonstrates that the change in land acquisition is minor. The relevant precedents identified in Section 4 demonstrate that boundary changes have been made as part of alterations requested under Section 146B where their scale, character and effects were found to be non-material.

The additional land acquisition required to facilitate the alteration will be addressed through a separate limited CPO as described above.

Section 3 demonstrates that the Proposed Minor Alteration remains consistent with the relevant planning and climate action framework, both in its own right and as part of an altered Approved Scheme. The revised land requirements remain compatible with the SNI zoning objective and the continued healthcare use. The environmental considerations are addressed in Section 5.2.

The Proposed Minor Alteration changes the local configuration of the Approved Scheme to accommodate Blackrock Clinic's consented entrance arrangements. It does not change the nature, purpose or transport function of the Approved Scheme. The boundary revisions and additional land requirements arise directly from these local adjustments. Considered together with the continued policy consistency, unchanged substantive requirements of the approval conditions and absence of new or greater significant environmental effects, the changes do not materially alter the terms of the approved development. The NTA therefore considers that the Proposed Minor Alteration is non-material and can be made by the Commission pursuant to Section 146B(3)(a) of the Planning and Development Act 2000 (as amended).

5.2 Environmental Considerations

The Approved Scheme was subject to Environmental Impact Assessment and Appropriate Assessment. The accompanying Environmental Assessments Review considers the Proposed Minor Alteration against the assessments undertaken for the Approved Scheme, including the revised land requirements, works outside the original planning application boundary and the interface with Blackrock Clinic's separately consented development that is under construction with the new entrance/access arrangements already in operation.

The review finds that the Proposed Minor Alteration would not introduce any likely significant environmental effects beyond those previously identified and assessed, or any materially different effects requiring further assessment. The mitigation and monitoring measures already set out in the EIAR for the Approved Scheme remain relevant and effective, and will be implemented. No new or different mitigation or monitoring measures are required as a result of the Proposed Minor Alteration. The principal findings as set out in the Environmental Assessments Review submitted with this application are summarised in Table 2 below.

Table 2: Summary of Environmental Assessments Review

Environmental Discipline	Consideration of Environmental Effects
Traffic and Transport	There will be no material change to construction traffic impacts, operational traffic conditions, accessibility, junction performance, bus operations or pedestrian and cycling provision.
Air Quality	No new air emission sources or impact pathways are introduced beyond those previously assessed and so

	there will be no change to the assessment of air quality impacts.
Climate	No new climate impact pathways are introduced. The alteration does not materially change climate resilience measures or the sustainable transport function of the Approved Scheme, and so there will be no change to the assessment of climate impacts.
Noise and Vibration	No new noise or vibration sources are introduced, and there will be no material change to construction or operational traffic noise. The original assessment included Blackrock Clinic as a noise sensitive receptor and considered nearby retaining wall works, and there is no change in this respect.
Population	The additional permanent and temporary land requirements affect the same general area of the Blackrock Clinic grounds, without introducing new receptors or changing the type or overall scale of impact. Land take effects remain negative, moderate and short term during construction, and negative, moderate and long term during operation, consistent with the original EIAR.
Human Health	The Proposed Minor Alteration does not introduce new human health impact pathways and will not materially alter accessibility, active travel, road safety, air quality or noise. Consequently, no materially different effects on human health are anticipated,
Biodiversity	The proposed Minor Alteration occurs within the area previously assessed and does not introduce new construction activities, biodiversity receptors or impact pathways. Any changes in operational effects arising from the Proposed Minor Alteration will not give rise to any significant residual effects.
Water	No new water crossings, discharges, drainage outfalls or impact pathways to the water environment are introduced and so there will be no change to the assessment of impacts on water.
Land, Soils, Geology and Hydrogeology	No new geological or hydrogeological receptors or contamination pathways are introduced, and excavation requirements are not materially changed, and so there will be no change to the assessment of impacts on land, soils, geology, and hydrogeology.
Archaeological and Cultural Heritage	No identified archaeological or cultural heritage receptors occur within the footprint or immediate vicinity of the Proposed Minor Alteration. The Proposed Minor Alteration does not introduce new areas of archaeological potential, and there is no change to the assessment of impacts on Archaeological and Cultural Heritage.
Architectural Heritage	Architectural heritage assets remain in situ and are not directly affected. An additional cantilever signal

	pole at Phoenix Terrace may introduce localised indirect effects on their settling, but these would be of the same nature and significance as previously assessed, without additional significant impacts.
Landscape and Visual	Minor changes to the local visual composition and land requirements do not introduce new receptors or impact pathways. Existing boundary, tree and landscape reinstatement measures remain applicable.
Waste and Resources	No new construction activities, waste streams, material types or waste management processes are introduced. Any change in waste generation would be minor and would not alter the significance of the assessed effects.
Material Assets	Localised changes to utility diversions and material requirements may arise, without introducing new utility infrastructure, materially increasing demand or creating new impact pathways. Changes in imported material quantities would be minor in the context of the Approved Scheme.
Risk of Major Accidents and/ or Disasters	No new hazardous substances, major infrastructure, construction activities or major accident and disaster pathways are introduced and so there is no chance to the assessment of risk of major accidents and/or disasters.
Cumulative impacts and Environmental Interactions	The Proposed Minor Alteration would not increase the likelihood or significance of cumulative impacts or introduce new cumulative effects or interactions with the plans and projects considered in the original assessment. In addition, given the very limited scale of the Proposed Minor Alteration, in combination with projects over and above those identified in the EIAR would not give rise to likely significant adverse cumulative environmental effects
Mitigation, Monitoring and Residual Effects	The mitigation and monitoring measures already set out in the EIAR for the Proposed Scheme remain relevant and will be implemented. No new or different measures are required as a result of the Proposed Minor Alteration. No new significant residual impacts or material changes to the previously identified residual effects are anticipated.

The Environmental Assessments Review submitted with this application also considers the implications of the Proposed Minor Alteration on European Sites. It identifies no new effect pathways or material changes to the construction methodology and concludes that the alteration would not result in additional or materially different effects on European sites beyond those previously assessed. The mitigation measures already identified in the NIS for the Approved Scheme remain applicable and will be implemented in full.

These findings demonstrate that the Proposed Minor Alteration would not introduce any likely significant environmental effects, including effects on European Sites, beyond those previously

identified and assessed, or any materially different effects requiring further assessment, and thus support the NTA's view as set out in Section 5.1 that the Proposed Minor Alteration is non-material and can be made by the Commission pursuant to Section 146B(3)(a) of the Planning and Development Act 2000 (as amended).



6. Conclusion

This report supports the NTA's request under Section 146B of the Planning and Development Act 2000 (as amended) to make a minor alteration to the approved Belfield/ Blackrock to City Centre Core Bus Corridor Scheme, reference ABP-313509-22. The request concerns the road layout, access arrangements, associated infrastructure and scheme boundary adjoining Blackrock Clinic on the Rock Road (R118).

The Proposed Minor Alteration is required to resolve an incompatibility and achieve consistency between two consented developments. The Approved Scheme is designed to align with the Blackrock Clinic's former entrance, whereas Blackrock Clinic's separately consented development relocates that entrance (which as set out above this new entrance/access is already in operation). The approved layouts do not connect at this location and cannot be implemented together as consented. The Proposed Minor Alteration resolves this interface by adapting the adjoining corridor infrastructure to the consented entrance and junction arrangements.

The resulting alteration affects only approximately 185 metres of the Approved Scheme, in a corridor extending approximately 8.3 kilometres. It retains the provision of bus priority, pedestrian and cycling infrastructure and preserves the nature and strategic purpose of the Approved Scheme. The revised boundary reflects the permanent and temporary land requirements for the coordinated layout, with additional acquisition requirements addressed through a separate limited Compulsory Purchase Order.

The assessment considers the scale, character and effects of the changes together. The Proposed Minor Alteration remains consistent with the relevant planning and climate action framework, both in its own right and as part of an altered Approved Scheme. The revised land requirements remain compatible with the SNI zoning objective and the continued healthcare use. The substantive requirements of the approval conditions remain unchanged. The Proposed Minor Alteration does not require changes to the substantive requirements of the conditions attached to the Approved Scheme. Condition 1 will operate by reference to the revised plans and particulars for the affected section as submitted with this application. The remaining conditions would continue to apply without amendment and the Proposed Minor Alteration will not impact in any way on compliance with those conditions. Therefore, the Proposed Minor Alteration is also not material in this respect.

The Environmental Assessments Review concludes that the Proposed Minor Alteration would not introduce any likely significant environmental effects beyond those previously assessed, including in relation to European Sites, or materially different effects requiring further assessments. Existing mitigation and monitoring measures set out in the EIAR and NIS for the Approved Scheme remain applicable and will be implemented in full.

On this basis, the NTA considers that the Proposed Minor Alteration does not constitute a material alteration of the terms of the Approved Scheme. The NTA requests that An Coimisiún Pleanála make the determination and alter the approval under Section 146B(3)(a) of the Planning and Development Act 2000, to incorporate the revised plans and particulars for the Proposed Minor Alteration submitted with this request.

Appendix A: Comparison of Policy Documents Referenced in the Original Application and the Current Framework

This appendix compares the policy documents cited in the Planning Report accompanying the original application with their current counterparts. It identifies revised, replacement and subsequently adopted documents to provide context for the focused assessment in Section 3. The comparison does not revisit the policy assessment of the Approved Scheme.

Original Planning Report Reference	Document/ Policy cited in the original application	Current Document/ Policy Framework	Nature of update
International policy			
3.3.1	United Nations 2030 Agenda for Sustainable Development	United Nations 2030 Agenda for Sustainable Development	The Agenda remains applicable and continues to provide the overarching international framework.
European policy			
3.4.1	Sustainable and Smart Mobility Strategy 2020	Sustainable and Smart Mobility Strategy 2020	The Strategy remains applicable.
3.4.2	European Green Deal 2019	European Green Deal and associated implementation measures	Overarching policy framework retained, with subsequent implementation measures supporting transport decarbonisation.
National Policy and legislation			
3.5.1	Project Ireland 2040 – National Planning Framework	National Planning Framework – First Revision (2025)	The 2025 First Revision maintains explicit support for BusConnects Dublin and metropolitan cycling infrastructure.
3.5.2	National Development Plan 2021 – 2030	National Development Plan Review (2025), together with the Sectoral Investment Plan for Transport 2026-2030	The updated investment framework supports construction of multiple BusConnects Dublin Core Bus Corridors.

3.5.3	National Investment Framework for Transport in Ireland (2021)	National Investment Framework for Transport in Ireland (2021)	The framework remains applicable.
3.5.4	Department of Transport Statement of Strategy 2021 – 2023	Department of Transport Statement of Strategy 2025 – 2028	The updated Strategy supports an accessible, efficient, safe and sustainable transport system.
3.5.5	Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020	National Sustainable Mobility Policy (2022) and associated Action Plan 2026-2030	The Sustainable Mobility Policy provides the current framework for increasing sustainable journeys, with implementation advanced through the Action Plan 2026-2030, including BusConnects delivery.
3.5.6	National Cycle Policy Framework 2009 – 2020	National Sustainable Mobility Policy (2022) and associated Action Plan 2026-2030	Walking and cycling are now addressed within the wider Sustainable Mobility Policy and its updated Action Plan.
3.5.7	Road Safety Strategy 2021 – 2030	Road Safety Strategy 2021-2030 and applicable implementation action plan	The Strategy continues to support safe, segregated infrastructure for walking and cycling.
3.5.8	Climate Action and Low Carbon Development (Amendment) Act 2021	Climate Action and Low Carbon Development Act 2015, as amended, including by the Climate Action and Low Carbon Development (Amendment) Act 2021.	Continues to provide the statutory climate framework applicable to the Proposed Alteration. The national climate objective introduced by the 2021 amendments was already in place when the original application was lodged.
3.5.9	Climate Action Plan 2021	Climate Action Plan 2025	The updated Plan specifically supports progressing BusConnects Dublin Core Bus Corridors into construction through Action TR/25/9.
-	Additional framework considered under section 15(1) of the 2015 Act	Ireland's Long-term Strategy on Greenhouse Gas Emissions Reduction (2024)	Updated setting out pathways towards climate neutrality by 2050.

-	Additional framework considered under section 15(1) of the 2015 Act	National Adaptation Framework (2024)	The updated Framework replaces the 2018 Framework and strengthens the national approach to climate resilience.
-	Additional framework considered under section 15(1) of the 2015 Act	Transport Sectoral Adaptation Plan 2025 – 2030 (T-SAP II)	Updates the 2019 transport adaptation plan and addresses the resilience of transport infrastructure and services to climate hazard.
3.5.10	Programme for Government – Our Shared Future (2020)	Programme for Government – Securing Ireland’s Future (2025)	The 2025 Programme maintains support for investment in transport networks and infrastructure.
3.5.11	Building on Recovery: Infrastructure and Capital Investment 2016-2021	National Development Plan Review (2025)	The earlier investment programme has been succeeded by the National Development Plan Review (2025) and associated Sectoral Investment Plan for Transport 2026-2030, which explicitly support construction of BusConnects Dublin Core Bus Corridors.
3.5.12	Sustainable Development Goals National Implementation Plan 2018 – 2020	The Second National Implementation Plan for the Sustainable Development Goals 2022-2024 The Third Sustainable Development Goal (SDGs) National Implementation Plan – Consultation Document	The Second Plan succeeded the 2018/2020 Plan, with a Third Plan subsequently brought forward for consultation. The Proposed Alteration supports the underlying SDG 11.2 objective of accessible and sustainable transport.
3.5.13	Investing in Our Transport Future – Strategic Investment Framework for Land Transport (2015)	National Investment Framework for Transport in Ireland (2021)	NIFTI succeeded the earlier investment framework and was already published when the original application was lodged.
Regional Policy			
3.6.1	Transport Strategy for the Greater Dublin Area 2016 – 2035	Transport Strategy for the Greater Dublin Area 2022-2042	The adopted 2022-2042 Strategy replaces the earlier strategy and provides the current regional transport framework.

3.6.2	Greater Dublin Area Transport Strategy Integrated Implementation Plan 2019-2024		The Plan's implementation period has ended.
3.6.3	Draft Greater Dublin Area Transport Strategy 2022-2042		The draft strategy was subsequently adopted.
3.6.4	Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031	Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031	The RSES continues to provide the regional spatial framework.
3.6.5	Greater Dublin Area Cycle Network Plan 2013	Greater Dublin Area Cycle Network Plan forming part of the Transport Strategy 2022-2042	The updated cycle network plan adopted alongside the transport strategy in January 2023.
3.6.6	Draft Greater Dublin Area Cycle Network Plan 2021	Adopted Greater Dublin Area Cycle Network Plan forming part of the Transport Strategy 2022-2042	The draft network plan subsequently adopted.
Local Policy			
3.7.1	Dún Laoghaire – Rathdown County Development Plan 2016-2022	Dún Laoghaire – Rathdown County Development Plan 2022-2028, including applicable adopted variations	The 2022-2028 Plan replaced the earlier Plan and was already in effect when the original application was lodged.
3.7.2	Draft Dún Laoghaire – Rathdown County Development Plan 2022-2028		The draft plan was adopted and was in effect when the original application was lodged.
3.7.3	Dún Laoghaire – Rathdown Climate Change Action Plan	Dún Laoghaire – Rathdown Climate Action Plan 2024-2029	The 2024-2029 Plan provides the updated local climate action framework, including measures addressing transport emissions.

3.7.4	Dublin City Development Plan 2016-2022*	Dublin City Development Plan 2022-2028, including applicable adopted variations	The adopted 2022-2028 Plan replaces the earlier Plan and supports public transport investment, walking and cycling.
3.7.5	Draft Dublin City Development Plan 2022-2028*		The draft Plan was subsequently adopted.
3.7.6	Dublin City Council Climate Change Action Plan 2019-2024*	Dublin City Council Climate Action Plan 2024-2029	The 2024-2029 Plan replaces the earlier local climate plan and supports a shift towards active travel to reduce transport emissions.

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