

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These include circles, semi-circles, and rounded rectangular shapes, some of which are partially cut off by the edges of the page. The shapes are arranged in a dynamic, non-repeating pattern.

Appendix A2.1 Planning Report

Contents

1.	Introduction.....	1
1.2	CBC Infrastructure Works Background	2
1.3	Overview for the Need for the Proposed Scheme.....	2
1.3.1	The Bus Network	3
1.3.2	The Cycle Network	5
1.3.3	Infrastructure Works	5
1.4	Overview of the Benefits of the Proposed Scheme.....	7
2.	Detailed Description of the Proposed Scheme	9
2.1	Talbot Memorial Bridge to Tom Clarke East Link Bridge	9
2.2	River Dodder Public Transport Bridge (DPTOB).....	9
2.3	Tom Clarke East Link Bridge to Sean Moore Road	10
3.	Legislative, Planning and Development Context	10
3.1	Introduction.....	10
3.2	Legislative Context	10
3.2.1	The Roads Act.....	10
3.2.2	Requirement for Environmental Impact Assessment under the Roads Acts	11
3.3	International Policy	11
3.3.1	United Nations 2030 Agenda	11
3.4	European Union Law & Policy	12
3.4.1	Sustainable and Smart Mobility Strategy 2020	12
3.4.2	European Green Deal 2019	13
3.5	National Policy.....	13
3.5.1	Project Ireland 2040 - National Planning Framework (NPF).....	13
3.5.2	Project Ireland 2040 - National Development Plan 2021 - 2030.....	17
3.5.3	National Investment Framework for Transport in Ireland	22
3.5.4	Statement of Strategy 2021 – 2023.....	23
3.5.5	National Sustainable Mobility Policy 2022.....	24
3.5.6	Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 - 2020	27
3.5.7	The National Cycle Policy Framework (NCPF) 2009 – 2020	29
3.5.8	Road Safety Strategy 2021 – 2030.	29
3.5.9	Climate Action and Low Carbon Development (Amendment) Act 2021	30
3.5.10	Climate Action Plan 2021	30
3.5.11	Climate Action Plan 2023	32
3.5.12	Programme for Government – Our Shared Future 2020	33
3.5.13	Building on Recovery: Infrastructure and Capital Investment 2016 – 2021	33
3.5.14	The Sustainable Development Goals National Implementation Plan 2022 – 2040	34
3.5.15	Investing in Our Transport Future – Strategic Investment Framework for Land Transport 2015	34
3.6	Regional Policy	35
3.6.1	Transport Strategy for the Greater Dublin Area 2016 – 2035	35

3.6.2	GDA Transport Strategy Integrated Implementation Plan 2019 - 2024	36
3.6.3	Greater Dublin Area Transport Strategy 2022 -2042	38
3.6.4	Regional Spatial Economic Strategy for the Eastern and Midland Region 2019 – 2031	44
3.6.5	Greater Dublin Area Cycle Network Plan (GDACNP) 2013	47
3.6.6	Greater Dublin Area Cycle Network Plan 2022	48
3.7	Local Policy Context	48
3.7.1	Dublin City Development Plan 2022 – 2028.....	48
3.7.2	DCC Climate Change Action Plan 2019-2024	64
3.7.3	Dublin Port Masterplan 2040 (Reviewed 2018)	64
4.	Proposed Scheme Sections	65
4.1	Introduction	65
4.2	Talbot Memorial Bridge to Tom Clarke East Link Bridge	65
4.2.1	Zoning.....	65
4.3	River Dodder Public Transport Bridge (DPTOB).....	68
4.3.1	Zoning.....	68
4.4	Tom Clarke East Link Bridge to Sean Moore Road	70
4.4.1	Zoning.....	70
5.	EIAR Structure and Summary of Assessment	72
5.1	EIAR Structure and Summary of Assessment	72
5.1.1	Other Requirements	79
5.1.2	Consultation.....	81
5.2	References	83

List of Figures

- 1A Ringsend Scheme Extent
- 1B Zoning Map
- 1C Relevant Planning Applications
- 1D Relevant Planning Applications

Appendices

- Appendix 1 - Local Policy
- Appendix 2 – Planning History

Acronym	Meaning
AA	Appropriate Assessment
ACA	Architectural Conservation Areas
AWB	Artificial Water Bodies
BRT	Bus Rapid Transit
BWD	Bathing Water Directive
CAP	Climate Action Plan
CBC	Core Bus Corridor
CEMP	Construction Environmental Management Plan
CIE	Córas Iompair Éireann
CDRWMP	Construction and Demolition Resource and Waste Management Plan
CPO	Compulsory Purchase Order
DAA	Dublin Airport Authority
DAU	Development Applications unit
DCC	Dublin City Council
DCCAIE	Department of Communications, Climate Action and Environment
DCDP	Dublin City Development Plan
DoT	Department of Transport
DCENR	Department of Communications, Energy and Natural Resources
DCHG	Department of Cultural, Heritage and the Gaeltacht
DPTOB	Dodder Public Transport Bridge
DTTAS	Department of Transport, Tourism and Sport
EC	European Commission
EGD	European Green Deal
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EMRA	Eastern and Midland Regional Assembly
EPA	Environmental Protection Agency
ESB	Electricity Supply Board
EU	European Union
FRA	Flood Risk Assessment
GDA	Greater Dublin Area
GDACNP	Greater Dublin Area Cycle Network Plan
GDATS	Greater Dublin Area Transport Strategy
GHG	Greenhouse Gas Emissions
GEP	Good Ecological Potential
GES	Good Ecological Status
GSI	Geological Society Ireland
HMWB	Heavily Modified Water Bodies
HSE	Health Service Executive
ICE	Internal Combustion Engine
IFI	Inland Fisheries Ireland
IW	Irish Water
KDC	Key District Centre
LAP	Local Area Plan
LEIP	Local Economic Improvement Plan
LEV's	Low Emission Vehicles
MASP	Metropolitan Area Strategic Plan
NCPF	National Cycle Policy Framework
NDP	National Development Plan

Acronym	Meaning
NIFTI	National Investment Framework for Transport in Ireland
NIS	Natura Impact Statement
NPF	National Planning Framework
NPO	National Policy Objective
NPWS	National Park and Wildlife Service
NSO	National Strategic Outcome
NTA	National Transport Authority
NTS	Non-Technical Summary
OPW	Office of Public Works
PR	Planning Report
RPO	Regional Policy Objective
RSA	Road Safety Authority
RSES	Regional & Spatial Economic Strategy
RSO	Regional Strategic Outcome
SDG's	Sustainable Development Goals
SDZ	Strategic Development Zone
SDRA	Strategic Development Regeneration Area
SDRZ	Strategic Development Regeneration Zone
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SFILT	Strategic Framework for Investment in Land Transport
SPAR	Southern Port Access Route
TII	Transport Infrastructure Ireland
UN	United Nations
WFD	Water Framework Directive

1. Introduction

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

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

The Proposed Scheme is one of 12 stand-alone Core Bus Corridor (CBC) Schemes to be delivered under the BusConnects Dublin - Core Bus Corridor Infrastructure Works (hereafter called the CBC Infrastructure Works). The CBC Infrastructure Works, once completed, will deliver the radial CBCs identified in the Core Bus Network contained in the National Transport Authority's (NTA's) Transport Strategy for the Greater Dublin Area 2022 – 2042 (hereafter referred to as the GDA Transport Strategy) (NTA 2023).

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

1.1 Summary Description of the Proposed Scheme

The Proposed Scheme has an overall length of approximately 4.3km (kilometres) (2 x 1.6km along the River Liffey Quays and 1.1km of cycle route through Ringsend and Irishtown to Sean Moore Road), and is routed along the north and south quays of the River Liffey, linking the City Centre with the Docklands and an onward cycling connection to Ringsend and Irishtown, all within the County of Dublin and within the Dublin City Council (DCC) administrative area. The Proposed Scheme includes priority for buses along the entire length of the north quays from Talbot Memorial Bridge to the 3 Arena at the Tom Clarke East Link Bridge, consisting of dedicated bus lanes in both directions, which will require the relocation of both pairs of Scherzer Bridges along the north quays. Bus priority will also be achieved on the south quays through the provision a new opening bridge across the River Dodder as well as of intermittent sections of bus lane to ensure bus priority on the approach to all major junctions. Full bus lane provision on the south quays is not considered necessary in the context of the layout of the traffic cells and existing one-way restrictions, which prevent congestion developing. Eastbound buses will use the north quays only between the Custom House and Samuel Becket Bridge, with eastbound buses proceeding on both quays from this point to Tom Clarke East Link Bridge. Westbound buses will use the full length of both quays.

Segregated two-way cycle tracks will be provided along the quaysides (campshires) on both sides of the River Liffey. A continuation of the two-way cycle route on the south quays will extent through Ringsend and Irishtown towards Sandymount Strand and the Poolbeg Peninsula. The route will run via quiet streets at Pembroke Cottages, across Cambridge Road, then through Ringsend Park as a shared path with pedestrian priority, and a cycle track along the northern side of Strand Street and Pembroke Street in Irishtown to the junction of Sean Moore Road and Beach Road. A spur cycle route will be provided towards the Poolbeg Strategic Development Zone (SDZ) lands via Irishtown Stadium and Bremen Road. Shared use symbols will also be installed along York Road and Pigeon House Road to provide a second alternative route towards the Poolbeg SDZ lands. This road has recently been closed to through traffic and is suitable for shared use.

Pedestrian facilities will be upgraded, and additional controlled and uncontrolled crossings will be provided at side roads, road crossing and at junctions. In addition, urban realm works will be undertaken at key locations with higher quality materials, planting and street furniture provided to enhance the pedestrian experience. Examples of such works can be seen at the pair of Scherzer Bridges at Custom House Quay and North Wall Quay as well as the junction of North Wall Quay and Excise Walk and also at the former DCC Dublin Docklands offices at Custom House Quay to enhance the pedestrian environment (the latter to be provided on completion of the redevelopment of the offices).

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

The Proposed Scheme includes a local modification to Mayor Street at Spencer Dock. In order to accommodate proposed turning movement restrictions at the Guild Street / Samuel Beckett Bridge junction for the purposes of provided enhanced bus, cycle and pedestrian priority, it is proposed to open an eastbound traffic lane north of the LUAS between the National Convention Centre Car Park and Park Lane. This will facilitate traffic exiting the car park towards the M50 Port Tunnel.

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

1.2 CBC Infrastructure Works Background

The 2016 GDA Transport Strategy was published by the NTA in 2016 (NTA 2022).

The 2016 GDA Transport Strategy identified a 'Core Bus Network' which highlights the most important bus routes within the GDA. They were characterised by high passenger volumes, frequent services, and significant trip attractors. The 2016 GDA Transport Strategy states that it is proposed to provide continuous bus priority, as far as is practicable, along the core bus routes. This will result in a more efficient and reliable bus service with lower journey times, increasing the attractiveness of public transport in these areas and facilitating a shift to more sustainable modes of transport. The Proposed Scheme is identified as part of the 'Core Bus Network'. The 2016 GDA Transport Strategy identified Bus Rapid Transit (BRT) along the Proposed Scheme route supporting a bus-based solution.

In March 2018, BusConnects Dublin was launched as part of major investment programme, including Metrolink and the DART Expansion Programme, to improve public transport in Dublin, as part of Project Ireland 2040-National Development Plan 2018 – 2027 (hereafter referred to as the NDP 2018-2027) (Government of Ireland 2018a).

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

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

1.3 Overview for the Need for the Proposed Scheme

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

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

Private car dependence has resulted in significant congestion that has impacted on quality of life, the urban environment, and road safety. The population of the GDA is projected to rise by 25% by 2040 (Project Ireland 2040 - National Planning Framework (hereafter referred to as the NPF) (Government of Ireland 2018b)), reaching

almost 1.5 million. This growth in population will increase demand for travel necessitating improved sustainable transport options.

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

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

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

The delivery of the Proposed Scheme is supported by International, European, National, Regional and Local policies, planning strategies and plans. The key policy and planning documents are described in Section 3, including the manner in which the need for the Proposed Scheme is supported by the relevant policies and objectives.

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

1.3.1 The Bus Network

To inform the preparation of the 2016 GDA Transport Strategy (NTA 2016), the NTA prepared the Core Bus Network Report (NTA 2015) for the Dublin Metropolitan Area, which identified those routes upon which there will be a focus on high capacity, high frequency and reliable bus services, and where investment in bus infrastructure should be prioritised and concentrated. The Core Bus Network is defined as a set of primary orbital and radial bus corridors which operate between the larger settlement centres in the Dublin Metropolitan Area.

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

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

The Core Bus Network Report focused on the overall existing bus service network and identified locations where the bus network is operating sub-optimally. The network is dominated by a radial network to / from Dublin City Centre, supplemented by low frequency orbital and local bus routes serving larger destinations outside of the City Centre core.

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

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

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

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

The 2016 GDA Transport Strategy concluded that this high-quality Core Bus Network would form an integral part of the improved public transport infrastructure measures for the Dublin Metropolitan Area. The final resulting Core Bus Network presented in the 2016 GDA Transport Strategy represents the most important bus routes within the Dublin Metropolitan Area, generally characterised by high passenger volumes, frequent services and significant trip attractors along the routes.

The 2016 GDA Transport Strategy recognised that these corridors are generally characterised by discontinuity, whereby the corridors currently have dedicated bus lanes along only less than one third of their lengths on average which means that for most of the journey, buses and cyclists are sharing space with general traffic and are negatively affected by the increasing levels of congestion. This results in delayed buses and unreliable journey times for passengers.

The 2016 GDA Transport Strategy states that it is therefore intended to provide continuous bus priority, as far as is practicable, along the core bus routes, with the objective of supporting a more efficient and reliable bus service with lower journey times, increasing the attractiveness of public transport in these areas and facilitating a shift to more sustainable modes of transport.

The main bus corridor in the east Dublin area extends along the River Liffey for a distance of 2km from Talbot Memorial Bridge to Tom Clarke East Link Bridge and onto an urban area that extends a further 1km to the Poolbeg Peninsula in Dublin Bay.

There are lengths of existing bus lanes along the north quays of the River Liffey, but these are discontinuous at various pinch-points formed by old lifting bridges that span across inlets at George's Dock, a disused harbour closest to the city, and at Spencer Dock where the Royal Canal enters the River Liffey. On the south quays, there

are no existing bus facilities and this route does not connect to Ringsend, as there is no bridge across the mouth of the River Dodder at the eastern end.

The Core Bus Network study included a recommended route from Ringsend to the City Centre for two purposes:

- To improve bus priority along the north quays where there are many city services, as well as regional and national bus services that travel through the Dublin Tunnel from Dublin Port towards Dublin Airport and destinations further north; and
- To enable a new bus service along the south quays to the Poolbeg Peninsula where major development is planned.

1.3.2 The Cycle Network

The Greater Dublin Area Cycle Network Plan 2013 (hereafter referred to as the GDACNP 2013) (NTA 2013) was adopted by the NTA in early 2014 following a period of consultation with the public and various stakeholders. The GDACNP 2013 formed the strategy for the implementation of a high quality, integrated cycle network as set out in the 2016 GDA Transport Strategy (NTA 2016). This further discussed in Section 3.6.5.

The predominant provision for cycling in the DCC area, including the areas associated with the Proposed Scheme, is by means of either on-street cycle lanes (both advisory and mandatory) or bus lanes. These facilities are generally of a low Quality of Service (QoS) in the city area mainly due to the lack of width for cyclists, lack of segregation, and the consequent discomfort caused by large volumes of vehicular traffic sharing the road space. The GDACNP 2013 found that typically the cycle lanes achieve a QoS score of C or D in the DCC area (QoS scores are assigned on a five-point scale from A+ to D). More information on the QoS cycling assessment criteria can be found in Chapter 6 (Traffic & Transport) in the EIAR. It is noted that since the production of the GDACNP 2013, several interventions have taken place, both permanent and temporary. In the case of the Proposed Scheme however, only 74% of the route is currently providing segregated cycle tracks.

The GDACNP 2013 proposes a network of cycle links throughout the GDA, categorised as follows:

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

There is one primary cycle route identified running along the majority of the Proposed Scheme (Cycle Route 5), whilst the Proposed Scheme is also intersected by a number of other primary cycle routes, namely Cycle Route 1, Cycle Route 13, and Cycle Route SO1/N10. There are also secondary cycle routes in proximity to the Proposed Scheme such as route 1E/N05, 13E/N05, C8 and the Royal Canal and Dodder Greenways.

It is noted that the Greater Dublin Area Cycle Network Plan 2022 (NTA 2023) has been published in January 2023, as part of the finalisation and publication of the GDA Transport Strategy, and this has been considered at Section 3.6.6.

1.3.3 Infrastructure Works

1.3.3.1 The Core Bus Network Development

In Section 5.5.4 of the GDA Transport Strategy states that:

'A number of the Core Radial Bus Corridors are proposed to be developed as Bus Rapid Transit routes, where the passenger numbers forecast on the routes are approaching the limits of conventional bus route capacity.'

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

Within the part of the GDA where the Proposed Scheme is located, as part of the Core Bus Network development process and options assessed (refer also to Chapter 3 (Consideration of Reasonable Alternatives), the need for the Ringsend to City Centre Core Bus Corridor was identified. This was on the basis of the need to serve significant demand between these locations, which bus priority infrastructure on a connecting route for existing and new bus services between the radial bus route corridors would serve to achieve.

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

The Dublin Area Bus Network Redesign Revised Proposal (October 2019) (NTA 2019) presented information on '*patterns of demand*'. Image 2.5 in Chapter 2 (Need for the Proposed Scheme) is an extract of the Combined Activity Density map for areas local to the Proposed Scheme, which combines residential, employment, and student enrolment densities to approximate the total effect of all densities in representing potential demand for public transport.

1.3.3.2 The Local Transport Need

The local transport need supporting the Proposed Scheme is summarised in this Section, with the existing baseline transport environment presented in further detail in Chapter 6 (Traffic & Transport) in Volume 2 of this EIAR.

Within the extents of the Proposed Scheme route, bus priority infrastructure is currently provided along approximately 29% (outbound) and 38% (citybound), cumulatively equating to 34% of the length of the route. The Proposed Scheme will facilitate 100% bus priority and complement the rollout of the Dublin Area Bus Network Redesign to deliver improved bus services on the route. This will improve journey times for bus, enhance its reliability and provide resilience to congestion.

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

- DART stations;
- Existing Dublin Bus and other bus services;
- The GDACNP 2013 (NTA 2023) and 2022 Greater Dublin Area Cycle Network Plan (NTA 2022b);
- Future public transport proposals such as the DART + Programme and MetroLink; and
- Supporting the ongoing roll out of Dublin Bus Network Redesign as part of BusConnects.

The Proposed Scheme will commence at Talbot Memorial Bridge beside the Custom House at the eastern side of the City Centre. The route will encompass bus lane and cycle infrastructure on both the north and south quays, connecting the City Centre with the Docklands and onto Ringsend and Irishtown by way of a new bridge connection over the mouth of the River Dodder. Priority for buses will be provided along the entire length of the north quays, from the Custom House to the 3Arena at Tom Clarke East Link Bridge, consisting of dedicated bus lanes in each direction. Bus priority will be provided in both directions on the south quays between Samuel Beckett Bridge and the proposed Dodder Public Transport Opening Bridge (DPTOB). Westbound priority will be provided from Samuel Beckett Bridge to Talbot Memorial Bridge on the south quays, while eastbound buses will use the north quays on this section. Segregated two-way cycle tracks will be provided on the campshires on both sides of the River Liffey. A cycle route will extend through Ringsend and Irishtown towards Poolbeg Peninsula.

Along the route of the Proposed Scheme, there are many local destinations that generate high demand for public transport, walking and cycling such as the number of large employers and communities (i.e., north quays, south quays, Ringsend, and Irishtown) that are located along its route. In order to improve accessibility to jobs,

education, and other social and economic opportunities through the provision of an integrated sustainable transport system, there needs to be a high-quality pedestrian environment. The Proposed Scheme includes significant improvements to the pedestrian environment along the entirety of its route in terms of footpath improvements and through upgrading facilities for pedestrians at junctions and crossings, thereby addressing existing level of service deficiencies and enhancing the pedestrian environment.

In terms of the need to improve facilities for cyclists, as referenced in Section 1.3.2, as part of the GDACNP, there is one primary cycle route identified running along the majority of the Proposed Scheme (Cycle Route 5), whilst the Proposed Scheme is also intersected by a number of other primary cycle routes, namely Cycle Route 1, Cycle Route 13, Cycle Route SO1/N10, Cycle, National Route 5, and the Dodder Greenway.

The existing conditions of cycling facilities along the Proposed Scheme comprise of the following:

- There is a westbound cycle track on the north quays for 1.35km (69% of the 1.6km length), with 0.25km of shared bus lane in short sections where there are buildings on the campshires where there is no space for the cycle track to continue;
- Eastbound on the north quays there is an advisory cycle lane over a length of 0.8km, shared bus lane over 0.4km in five short sections, and no facility over 0.4km; and
- On the south quays there is a continuous good quality two-way cycle track over a length of 0.9km from Memorial Bridge to Forbes Street. East of there, an eastbound cycle track extends for 0.5km to the end of Sir John Rogerson's Quay at the River Dodder. There is no westbound cycling facility over the easternmost 0.5km section.

The Proposed Scheme will provide continuous segregated two-way cycle tracks along the length of the north and south quays from Talbot Memorial Bridge to Tom Clarke East Link Bridge (via the DPTOB on the south quays), as well as extending through Ringsend and Irishtown towards the Poolbeg Peninsula. Enhancing the cycling facilities along the route of the Proposed Scheme will improve the attractiveness of cycling as a safe and more sustainable alternative to private car or public transport use. The Dodder Cycle Route and the East Coast Trail will converge at the eastern side of the DPTOB, which in turn will link them to the Liffey Cycle Route and the Grand and Royal Canal Cycle Routes. As such, the Proposed Scheme will allow the integration of all of the major greenways in the eastern part of the city, thereby making a critical contribution to the realisation of the overall GDACNP.

There is considerable demand for transport both along the corridor, and further afield from the onward connections to the route at the eastern end. Local demand arises from the on-going high density redevelopment in the Docklands SDZ at the eastern end of the area. Specific trip attractors include the Convention Centre, the 3 Arena, the Bord Gáis Energy Theatre, various hotels, and tourist attractions. Nearby residential areas at Ringsend and Irishtown generate demand for connection to the City Centre, and this will increase with the planned new residential and commercial development at Poolbeg West SDZ.

The Dublin Port Tunnel provides a route for bus services from the Proposed Scheme to regional and national destinations to the north via East Wall Road, with services to Dublin Airport, Swords, and a wide range of destinations further afield.

As part of the Dublin Area Bus Network Redesign Revised Proposal, the Proposed Scheme will facilitate the extension of the G-Spine from Liffey Valley / Ballyfermot along the north quays to a terminus at the Spencer Dock Luas stop. Other bus services will continue further east to serve the East Wall area and to provide a connection through Dublin Port to the ferry terminal. On the south quays, the C-Spine from Lucan will continue to Ringsend and Poolbeg to provide a new service enabled by the key new bridge link across the River Dodder. The completion of the DPTOB and the ancillary works along the south quays included as part of the Proposed Scheme will allow for the potential diversion of some of the BusConnects Spine route services onto the DPTOB, thereby providing a more direct connection between the City Centre and the new development lands on the Poolbeg Peninsula.

1.4 Overview of the Benefits of the Proposed Scheme

The Proposed Scheme has been designed to facilitate improved efficiency of the transport network through the improvement of infrastructure for active (walking and cycling) and public transport modes making them attractive alternatives to car-based journeys. Central to the design is the optimisation of roadway space with a focus on the

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

The Proposed Scheme design involves the prioritisation of People Movement, focusing on maximising the throughput of sustainable modes (i.e., walking, cycling and bus modes). A quantitative people-movement assessment, as part of the transport impact assessment, facilitates a comparison of the Do Minimum and Do Something peak-hour scenarios for the forecast years (Opening Year (2028) and Design Year (2043)). The benefits resulting from the 2028 AM Peak Hour people-movement assessment shows that there is a predicted two-way increase of 14% in the number of people travelling by bus, an increase of 20% in the number of people walking or cycling, and a reduction of 17% in the number of people travelling by car along the Proposed Scheme.

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

A key objective of the Proposed Scheme is to enhance the potential for cycling along the route. Without the provision of cycling infrastructure, intended as part of the Proposed Scheme, there would continue to be an insufficient level of segregated provision for cyclists who currently, or in the future would be attracted to use the route of the Proposed Scheme. Currently, within the existing extents of the Proposed Scheme there are segregated cycle tracks on approximately 74% of the route outbound and inbound along the quays respectively. This will increase to 100% in both directions being fully segregated as a result of the Proposed Scheme. In addition to this, the significant segregation and safety improvements to walking and cycling infrastructure that are a key feature of the Proposed Scheme will further maximise the movement of people travelling sustainably along the corridor. All of these changes combined will therefore cater for higher levels of sustainable population and employment growth. The construction of the Proposed Scheme will allow the connection and integration of all of the major greenways being developed in the east part of the city under the GDACNP 2022 (NTA 2023).

The Proposed Scheme will make significant improvements to pedestrian infrastructure through the provision of new signalised crossings, the introduction of traffic calming measures, improved accessibility, increased pedestrian directness and increased footpath and crossing widths. The number of pedestrian signal crossings will increase by approximately 100% as a result of the Proposed Scheme. The scheme design has been developed with cognisance to the relevant accessibility guidance. It is anticipated that the overall quality of pedestrian infrastructure will improve as a result of the Proposed Scheme. This aligns with the overarching aim to provide enhanced walking infrastructure on the corridor. The improved walking and cycling measures that the Proposed Scheme will provide will enhance the potential to grow these modes into the future.

The Proposed Scheme will make a significant contribution to integrating the new urban quarter at Poolbeg with the City Centre through the provision of the DPTOB, as it will provide for significantly improved pedestrian and cycle, as well as public transport connectivity, between the new urban quarter and the City Centre.

The Proposed Scheme will address sustainable mode transport infrastructure constraints while contributing to an overall integrated sustainable transport system as proposed in the GDA Transport Strategy 2022 – 2042 (NTA 2022a). It will increase the effectiveness and attractiveness of bus services operating along the corridor and will result in more people benefiting from faster journey times and improved journey time reliability.

This in turn will facilitate the increase in the bus network capacity of services operating along the corridor and thereby further increase the attractiveness of public transport. In addition, the significant segregation and safety improvements to walking and cycling infrastructure that are a key feature of the Proposed Scheme will further maximise the movement of people travelling sustainably along the corridor and will therefore cater for higher

levels of future sustainable population and employment growth. In the absence of the delivery of the Proposed Scheme, growth along this key corridor would continue to contribute to increased congestion and operational issues on the road network. The Proposed Scheme will deliver a reliable alternative to car-based travel that can support future sustainable growth and provide a positive contribution towards reducing carbon emissions.

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

The Proposed Scheme and its objectives fit within the current planning frameworks that are described in Section 3. The Proposed Scheme will help deliver many of the objectives on an international, national, regional, and local level.

Overall, the Proposed Scheme will make a significant contribution to the overall aims and objectives of BusConnects, the GDA Transport Strategy 2022 – 2042 (NTA 2022a) and allow the city to grow sustainably into the future, which would not be possible in the absence of the Proposed Scheme.

2. Detailed Description of the Proposed Scheme

2.1 Talbot Memorial Bridge to Tom Clarke East Link Bridge

This Section of the Proposed Scheme will commence at Talbot Memorial Bridge and will proceed eastwards along the north and south quays and will conclude on either side of Tom Clarke East Link Bridge.

Multiple structures are proposed along this section to accommodate the Proposed Scheme. The historic Scherzer Bridges at George's Dock and the Royal Canal will be relocated to either side of the carriageway to facilitate the addition of bus lanes, while two boardwalk structures along the R801 on Custom House Quay and North Wall Quay will be constructed to assist with facilitating pedestrian movement. On the south quays, the DPTOB will be constructed across the mouth of the River Dodder, at its confluence with the River Liffey, to connect Sir John Rogerson's Quay to East Link Road and York Road.

At the northern end of Samuel Beckett Bridge, at the junction of R801 North Wall Quay with Guild Street, some eastbound buses may wish to turn right onto the bridge. These buses will be detected on their approach and the bus lane signal will be released in advance of general traffic by a dedicated bus lane signal. This will enable some bus services to turn right from the bus lane on the left side of the traffic lane. These buses will not need to weave right across general traffic to reach the right-turn lane. General traffic in both directions will move in a separate signal stage after the bus stage has finished.

Similar right-turn advance bus lane signals will operate in the eastbound direction at the junctions of Commons Street and Park Lane on R801 North Wall Quay.

Temporary land acquisition is required for Construction Compounds at both sets of Scherzer Bridges as well as along part of Sir John Rogerson's Quay to facilitate works. These lands will be reinstated in line with existing conditions and / or urban realm improvements (as applicable) following the completion of works.

2.2 River Dodder Public Transport Bridge (DPTOB)

This section of the Proposed Scheme consists of a new public transportation opening bridge (DPTOB) over the River Dodder at its confluence with the River Liffey.

The proposed DPTOB will include:

- The construction of approach roads associated with the bridge;
- A new control building for operating the bridge;
- A new club house and facilities for St. Patrick's Rowing Club which will be required to be moved as a result of the Proposed Scheme;
- The provision of a new ESB substation;
- The reclamation of land to the west of Tom Clarke East Link Bridge to facilitate construction works; and
- Landscaping of the area between York Road / Thorncastle Street and the R131 Regional Road over the extent of this section of the Proposed Scheme.

2.3 Tom Clarke East Link Bridge to Sean Moore Road

This section of the Proposed Scheme will commence from the southern end of Tom Clarke East Link Bridge at the junction with the proposed DPTOB and will proceed to the junction of R131 Sean Moore Road and R802 Beach Road.

No new or upgraded bus facilities will be provided in this section of the Proposed Scheme as it is intended that buses will use the existing facilities along the East Link Road to R131 Sean Moore Road. The provision of new and upgraded cycling facilities are the main works of concern in this section of the Proposed Scheme.

This section of the Proposed Scheme will comprise the following works along several cycle routes:

- From the southern end of Tom Clarke East Link Bridge at the junction of the proposed DPTOB, an eastern cycle route will share the quiet residential streets along York Road and Pigeon House Road to Poolbeg, where Quiet Street Treatment will be provided (in addition to the existing traffic calming measures that are already provided);
- Quiet Street Treatment along some additional quiet local streets (including provision of traffic calming measures), specifically at Pembroke Cottages and Cambridge Park to Ringsend Park, where the existing footpath along the western boundary of the park will be improved to a 4m wide shared path with pedestrians;
- From the southern end of Ringsend Park, a segregated cycleway will be provided along Strand Street, Pembroke Street, and R802 Beach Road to R131 Sean Moore Road; and
- A branch cycle route from the southern end of Ringsend Park will skirt around Irishtown Stadium to provide a direct connection to the Poolbeg SDZ lands via Bremen Road.

3. Legislative, Planning and Development Context

3.1 Introduction

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

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

3.2 Legislative Context

3.2.1 The Roads Act

The Proposed Scheme is 'proposed road development' as defined in Number 14 of 1993 - Roads Act, 1993 (as amended) (hereafter referred to as the Roads Act).

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

3.2.2 Requirement for Environmental Impact Assessment under the Roads Acts

The Roads Act defines 'proposed road development' as:

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

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

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

(i) the construction of a motorway;

(ii) the construction of a busway;

(iii) the construction of a service area;

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

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

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

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

The Proposed Scheme meets the threshold as set out in Article 8 of the Road Regulations, as amended, in that it includes the construction of a new bridge which is to be 100 metres or more in length. Section 5.1 includes a summary of the EIAR assessment for the Proposed Scheme.

3.3 International Policy

3.3.1 United Nations 2030 Agenda

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



Image 2.1 The 17 SDGs (UN 2015)

The SDGs are integrated, and they recognise that action in one area will affect outcomes in others, and that development must balance social, economic and environmental sustainability. SDG 9 and SDG 11 are relevant to the Proposed Scheme and are outlined in Table 3.1.

Table 3.1: SDGs Relevant to the Proposed Scheme

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

3.3.1.1 Proposed Scheme Response

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

In Ireland, the SDGs are being implemented through the Sustainable Development Goals National Implementation Plan 2018 - 2020 (Government of Ireland 2018c), which is in direct response to the 2030 Agenda for sustainable development. It provides a whole-of-government approach to implement the 17 SDGs (see brief description later in the National Policy Section (Section 3.5)).

3.4 European Union Law & Policy

3.4.1 Sustainable and Smart Mobility Strategy 2020

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

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

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

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

3.4.1.1 Proposed Scheme Response

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

3.4.2 European Green Deal 2019

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

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

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

3.4.2.1 Proposed Scheme Response

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

3.5 National Policy

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

3.5.1 Project Ireland 2040 - National Planning Framework (NPF)

Project Ireland 2040 National Planning Framework (hereafter referred to as the NPF) (Government of Ireland 2018b) is the Government's strategic framework to guide development and investment. The NPF's ambition is to create a single vision and a shared set of goals for each community to shape the growth and development of Ireland by providing a framework up to the year 2040. These goals are expressed as National Strategic Outcomes (NSOs), shared benefits which the NPF will deliver if implemented according to the objectives of the NPF. The

NPF NSOs relevant to the Proposed Scheme are set out in Table 3.2 with a corresponding statement on how the Proposed Scheme meets each respective NSO objective.

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

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

National Strategic Outcome	How the Proposed Scheme is supported by the NSO Objective
<p>NSO6 High-Quality International Connectivity</p> <p><i>‘This is crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in our ports and airports in line with sectoral priorities already defined through National Ports Policy and National Aviation Policy and signature projects such as the second runway for Dublin Airport and the Port of Cork - Ringaskiddy Redevelopment.’</i></p>	<p>The Proposed Scheme will provide the infrastructure required to facilitate enhanced sustainable transport onward access to key international points of entry to Ireland in compliance with the objectives of NSO6.</p>
<p>NSO7 Enhanced Amenity and Heritage</p> <p><i>‘This will ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks, and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism, and trails such as greenways, blueways and peatways. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.’</i></p>	<p>The overall landscape and urban realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional, and accessible places for people alongside the core bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas, and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, especially the proposed DPTOB. The west bank and the DPTOB itself will provide seating areas and east bank of the DPTOB will be a generous green area, designed as a mini-park for Ringsend. Furthermore, built, and natural heritage have been key considerations in the design of the Proposed Scheme in compliance with the objectives of NSO7.</p>
<p>NSO8 Transition to a Low Carbon and Climate Resilient Society</p> <p><i>‘The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework. New energy systems and transmission grids will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave and solar and connecting the richest sources of that energy to the major sources of demand.’</i></p>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The primary objective of the Proposed Scheme therefore, through the provision of necessary bus, cycle, and walking infrastructure enhancements, is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and a low carbon and climate resilient City in compliance with NSO8.</p> <p>Furthermore, the Proposed Scheme will provide the advantage of segregated cycling facilities. These high-quality cycle tracks will be typically 2m in width (where possible) offering a high level of service and help to reduce dependency on private car use for short journeys in compliance with the objectives of NSO8. Localised narrowing of the cycle track below 1.5m is also necessary over very short distances to cater for local constraints (e.g., exceptional mature trees).</p> <p>Furthermore, all drainage structures for newly paved areas are designed with a minimum return period of no flooding in 1:30 years with a 20% climate change allowance.</p>
<p>NSO9 Sustainable Management of Water, Waste, and other Environmental Resources</p> <p><i>‘Ireland has abundant natural and environmental resources such as our water sources that are critical to our environmental and economic wellbeing into the future. Conserving and enhancing the quality of these resources will also become more important in a crowded and competitive world as well as our capacity to create beneficial uses from products previously considered as waste, creating circular economic benefits.’</i></p>	<p>The Proposed Scheme has been designed to minimise the amount and extent of major construction works required, and therefore minimise the quantities of construction materials required. The Proposed Scheme has taken into consideration the objectives of a circular economy and aims to re-use materials, where possible.</p> <p>Consideration has been given to the sustainability of material being sourced for the construction of the Proposed Scheme. Insofar as is reasonably practicable, materials required for the construction of the Proposed Scheme will be sourced locally in order to reduce the amount of travelling required to transfer the material to the site.</p> <p>Construction materials will be managed on-site in such a way as to prevent over-ordering and waste.</p>

National Strategic Outcome	How the Proposed Scheme is supported by the NSO Objective
	<p>A Construction and Demolition Resource and Waste Management Plan (CDRWMP) has been prepared and this will be implemented (and updated as necessary) by the appointed contractor in line with the Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects (EPA 2021a).</p> <p>In regard to water during the construction phase, the EIAR includes details on guidance documents and control measures for site clearance, construction compound, silty water runoff, storage of materials, working in-channel and river bank working general principles will apply, fuel storage, use of concrete and monitoring. Mitigation for the operational phase has been built into the design of the Proposed Scheme.</p> <p>The Proposed Scheme is compliant with the objectives of NSO9.</p>
<p>NSO10 Access to Quality Childcare, Education and Health Services</p> <p><i>‘Good access to a range of quality education and health services, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places. Compact, smart growth in urban areas and strong and stable rural communities will enable the enhanced and effective provision of a range of accessible services.’</i></p>	<p>The Proposed Scheme provides infrastructure to support the delivery of sustainable transport that will benefit the entire community in terms of greater accessibility, capacity, and speed of service improvements. The infrastructure improvements are along key arterial routes which include many of Dublin’s childcare, educational and health care services in compliance with the objectives of NSO10.</p>

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

‘Dublin needs to accommodate a greater proportion of the growth it generates within its metropolitan boundaries and to offer improved housing choice, transport mobility and quality of life.’ It further outlines that *‘Dublin’s continued performance is critical to Ireland’s competitiveness. Improving the strategic infrastructure required to sustain growth will be a key priority as part of the Metropolitan Area Strategic Plan (MASP), and will include enhanced airport and port access and capacity, expansion and improvement of the bus, DART and Luas/Metro networks...’*

Under the heading *‘Key future growth enablers for Dublin include’* it highlights:

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

3.5.1.1 Proposed Scheme Response

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

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

and future generation through the provision of safe and efficient sustainable transport networks. The Proposed Scheme supports this objective.

3.5.2 Project Ireland 2040 - National Development Plan 2021 - 2030

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

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

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

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

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

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

It continues:

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

It further states:

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

It also highlights that:

'The NDP provides for significant investment in active travel, bus and rail infrastructure over the next ten years in terms of expanding sustainable mobility options in our cities, towns and villages.' It continues '*In the previous NDP, the Transport sector had an allocation of approximately €21 billion for the period*

2018-2027. The revised NDP sets out further ambitious plans to enhance public transport, active travel options and the connectivity of communities throughout Ireland. Transport projects by their nature are delivered over a multi-year horizon. The scale of the Transport-related requirements under the revised NDP amounts to c. €35 billion in total over 2021-2030.'

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

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

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

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

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

It also sets out that:

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

3.5.2.1 Revised National Development Plan

It is noted that the explanatory text under each NSO within the NPF (Government of Ireland 2018b) has not been fully replicated within the revised NDP (Government of Ireland 2021a). Table 3.3 sets out some changes in the explanatory wording of each applicable NSO between the NPF and the revised NDP.

Table 3.3: NSO Objective Differences NPF and Revised NDP

NPF National Strategic Outcome (NSO)	Revised NDP NSO explanatory text	Consideration of explanatory text changes between NPF and revised NDP
<p>NSO1 Compact Growth</p> <p><i>'Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located, and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities, and services, but which need a streamlined and co-ordinated approach to</i></p>	<p>NSO1 Compact Growth</p> <p><i>'Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located, and frequently publicly owned, that are suitable and capable of being developed to provide housing, jobs, amenities, and community services, but which need a streamlined</i></p>	<p>The explanatory text in the revised NDP mostly mirrors that within the NPF. The only change is the insertion of the word 'community' when it refers to services that have the potential to be developed within urban settlement 'potential development areas'.</p>

NPF National Strategic Outcome (NSO)	Revised NDP NSO explanatory text	Consideration of explanatory text changes between NPF and revised NDP
<p><i>their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.'</i></p>	<p><i>and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.'</i></p>	
<p>NSO2 Enhanced Regional Accessibility <i>'A co-priority is to enhance accessibility between key urban centres of population and their regions. This means ensuring that all regions and urban areas in the country have a high degree of accessibility to Dublin, as well as to each other. Not every route has to look east and so accessibility and connectivity between places like Cork and Limerick, to give one example, and through the Atlantic Economic Corridor to Galway as well as access to the North-West is essential.'</i></p>	<p>NSO2 Enhanced Regional Accessibility The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'This National Strategic Outcome seeks to enhance intra-regional accessibility through improving transport links between key urban centres of population and their respective regions, as well as improving transport links between the regions themselves.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO2 and emphasizes improving transport links as a means to enhancing intra-regional accessibility.</p>
<p>NSO4 Sustainable Mobility <i>'In line with Ireland's Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.'</i></p>	<p>NSO4: Sustainable Mobility The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'The National Planning Framework (NPF) recognizes the importance of significant investment in sustainable mobility (active travel and public transport) networks if the NPF population growth targets are to be achieved. Investing in high-quality sustainable mobility will improve citizens' quality of life, support our transition to a low-carbon society and enhance our economic competitiveness.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO4 and includes added emphasis on active travel and public transport as a means to support Ireland's transition to a <i>'low-carbon society and enhance our economic competitiveness.'</i></p>
<p>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills <i>'This will depend on creating places that can foster enterprise and innovation and attract investment and talent. It can be achieved by building regional economic drivers and by supporting opportunities to diversify and strengthen the rural economy, to leverage the potential of places. Delivering this outcome will require the coordination of growth and place making with investment in world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness and enterprise growth.'</i></p>	<p>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'A competitive, innovative and resilient enterprise base is essential to provide high-quality jobs and employment opportunities for people to live and prosper in all regions. The next decade will see profound changes in our economy and society. While the impacts of Brexit and the Covid-19 pandemic will continue to challenge businesses in the first part of the decade, the digitization of entire sectors</i></p>	<p>The revised NDP maintains the objectives of NPF NSO5 and places added emphasis on providing high quality jobs and employment opportunities. In addition, it acknowledges the impacts of Brexit, Covid-19, digitization and the transition to a <i>'low carbon economy'</i>.</p>

NPF National Strategic Outcome (NSO)	Revised NDP NSO explanatory text	Consideration of explanatory text changes between NPF and revised NDP
	<p><i>and the transition to a low-carbon economy will be even more transformative.'</i></p>	
<p>NSO6 High-Quality International Connectivity</p> <p><i>'This is crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in our ports and airports in line with sectoral priorities already defined through National Ports Policy and National Aviation Policy and signature projects such as the second runway for Dublin Airport and the Port of Cork - Ringaskiddy Redevelopment.'</i></p>	<p>NSO6 High-Quality International Connectivity</p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'As an island, continued investment in our port and airport connections to the UK, the EU, and the rest of the world, is integral to underpinning international competitiveness. It is also central to responding to the challenges as well as the opportunities arising from Brexit.'</i></p> <p>It also comments <i>'Plans for strengthening surface connectivity to ports and airports will continue to be prioritised..'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO6 and includes in the explanatory text not only aims to improve international connections via airports and ports but also the need to enhance the <i>'surface connectivity'</i> to same.</p>
<p>NSO7 Enhanced Amenity and Heritage</p> <p><i>'This will ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks, and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism, and trails such as greenways, blueways and peatways. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.'</i></p>	<p>NSO7 Enhanced Amenity and Heritage</p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'Investment in our heritage has the dual benefit of protecting our natural and historic built environment while improving health, wellbeing and providing a catalyst for the economy through the development of recreational activities and the expansion of tourism as appropriate within heritage sites. Keeping this national tourism product intact, enhanced, developed and promoted will help secure the long-term viability of sustainable tourism incomes and will need to be a priority going forward.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO7.</p>
<p>NSO8 Transition to a Low Carbon and Climate Resilient Society</p> <p><i>'The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework. New energy systems and transmission grids will be necessary for a more distributed,</i></p>	<p>NSO8 Transition to a Climate-Neutral and Climate-Resilient Society</p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p> <p><i>'The next 10 years are critical if we are to address the climate crisis and ensure a safe and bright future for the planet, and all of us on it. In Ireland we have significantly stepped up our climate ambition. The Climate Action and Low Carbon Development (Amendment) Act</i></p>	<p>The revised NDP has changed the NPF wording for NSO8 and replaces 'low carbon' with 'climate neutral'. Climate neutral implies removing all greenhouse gases to zero which appears to be a greater government commitment than to aspire to a 'low carbon' society'.</p> <p>The revised NDP refers to the 'climate crisis' and the carbon reduction commitments made within the Climate Action and Low Carbon Development (Amendment) Act 2021. This new legislation places a greater sense of</p>

NPF National Strategic Outcome (NSO)	Revised NDP NSO explanatory text	Consideration of explanatory text changes between NPF and revised NDP
<p><i>renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave and solar and connecting the richest sources of that energy to the major sources of demand.'</i></p>	<p><i>2021 commits us to a 51% reduction in our overall greenhouse gas emissions by 2030, and to achieving net zero emissions no later than by 2050.'</i></p> <p><i>'The investment priorities included in this chapter must be delivered to meet the targets set out in the current and future Climate Action Plans, and to achieve our climate objectives. The investment priorities represent a decisive shift towards the achievement of a decarbonized society, demonstrating the Government's unequivocal commitment to securing a carbon neutral future.'</i></p>	<p>urgency and importance on addressing climate change.</p>
<p>NSO9 Sustainable Management of Water, Waste, and other Environmental Resources</p> <p><i>'Ireland has abundant natural and environmental resources such as our water sources that are critical to our environmental and economic wellbeing into the future. Conserving and enhancing the quality of these resources will also become more important in a crowded and competitive world as well as our capacity to create beneficial uses from products previously considered as waste, creating circular economic benefits.'</i></p>	<p>NSO9 Sustainable Management of Water and Other Environmental Resources</p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p> <p><i>'In a Circular Economy, the inherent value of products, materials and our natural resources is maintained for as long as possible. Additionally, the NPF highlights the centrality of our sustainable water resources to the implementation of the NPF to underpin our environmental and economic well-being into the future which is against the backdrop of the significant deficits in water services capacity and quality reflecting historic underinvestment.'</i></p>	<p>The revised NDP omits the word 'waste' from NSO9 but otherwise maintains the objectives of NPF NSO9. The need for a circular economy is re-emphasised within the revised NDP.</p>
<p>NSO10 Access to Quality Childcare, Education and Health Services</p> <p><i>'Good access to a range of quality education and health services, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places. Compact, smart growth in urban areas and strong and stable rural communities will enable the enhanced and effective provision of a range of accessible services.'</i></p>	<p>NSO10 Access to Quality Childcare, Education and Health Services</p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p> <p><i>'Access to quality primary education, health services and childcare, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO10.</p>

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

3.5.2.2 Proposed Scheme Response

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

3.5.3 National Investment Framework for Transport in Ireland

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

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

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

- Delivering clean, low carbon and environmentally sustainable mobility;
- Supporting successful places and vibrant communities;
- Facilitating safe, accessible, reliable and efficient travel on the network; and
- Promoting a strong and balanced economy.

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

Modal Hierarchy

The NIFTI Modal Hierarchy is:

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

NIFTI states that future transport planning will prioritise sustainable modes and

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

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

Intervention Hierarchy

The NIFTI Intervention Hierarchy is:

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

NIFTI states that:

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

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

3.5.3.1 Proposed Scheme Response

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

3.5.4 Statement of Strategy 2021 – 2023

The Department of Transport (DoT) Statement of Strategy 2021 – 2023 (hereafter referred to as the Statement of Strategy) (DoT 2021b) sets out goals and a strategic approach which are designed to support continuing economic recovery, fiscal consolidation, job creation and social development. It notes that:

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

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

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

3.5.4.1 Proposed Scheme Response

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

3.5.5 National Sustainable Mobility Policy 2022

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

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

The National Sustainable Mobility Policy includes three key principles, as follows:

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

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

The foreword of the policy document comments, as follows:

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

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

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

It further comments:

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

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

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

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

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

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

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

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

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

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

It also outlines that:

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

It also comments that:

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

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

Table 3.4: National Sustainable Mobility Policy Principles and Goals

Principle	Goal	Goal Number and Supporting Text	Proposed Scheme Response
Safe and Green Mobility	<i>‘Improve mobility safety.’</i>	<i>‘Goal 1 aims to improve the safety of all mobility options including active travel, road and rail to prioritise the safety and security of those working on / travelling by sustainable mobility.’</i>	Signage and road markings will be provided along the extents of the Proposed Scheme to clearly communicate information, regulatory and safety messages to the road users. The Proposed Scheme will also generally include segregated cycling and enhanced at grade junctions improving overall safety along the corridor.
	<i>‘Decarbonise public Transport.’</i>	<i>‘Goal 2 aims to reduce emissions by transitioning the bus, rail and small public service vehicle (SPSV) fleet across the country to low/zero emission vehicles in line with available technology. The actions under this goal are aligned with the actions in the Climate Action Plan 2021 to reduce emissions in the sustainable mobility sector.’</i>	The Proposed Scheme aligns with the goal as it will make public transport and active travel a key component to the solution. The Proposed Scheme will comprise transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.
	<i>‘Expand availability of sustainable mobility in metropolitan areas.’</i>	<i>‘Goal 3 aims to expand the capacity and availability of sustainable mobility in our five cities (Cork, Dublin, Galway, Limerick and Waterford). This will be done through improved walking, cycling, bus and rail infrastructure, improved transport interchange and expanded public transport services. Transformed active travel and bus infrastructure and</i>	The Proposed Scheme aligns with the goal as BusConnects Dublin – Core Bus Corridor Infrastructure Works is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area, of which the Proposed Scheme is part. The Proposed Scheme will provide the advantage of segregated cycling

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

Principle	Goal	Goal Number and Supporting Text	Proposed Scheme Response
Better Integrated Mobility	<i>'Better integrate land use and transport planning at all levels.'</i>	<i>'Goal 9 aims to support compact growth and transport – oriented development through better integrated land use and transport planning.'</i>	The Proposed Scheme will enhance the capacity of sustainable transport infrastructure as well as the efficiency of Dublin's road network. The enhanced sustainable transport provision along the scheme corridor can help to achieve greater land use densities that will promote compact sustainable growth.
	<i>'Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.'</i>	<i>'Goal 10 aims to make the use of sustainable mobility and the interchange between different modes easier through investment in smart digital solutions. Alongside better integrated land use and transport planning, technological advances in transport can enable people to move seamlessly from one mode to another and support a whole of journey approach.'</i>	The Proposed Scheme aligns with the goal as it will enhance interchanges between the various modes of public transport operating in Dublin City and its wider metropolitan area, both now and in the future.

3.5.5.1 Proposed Scheme Response

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

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

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

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

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

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

In regard to public transport it sets out that:

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

It further comments that:

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

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

Table 3.5: Key Goals - Smarter Travel

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

3.5.6.1 Proposed Scheme Response

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

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

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

The interventions specific to the Proposed Scheme are set out below in Table 3.6.

Table 3.6: NCPF Intervention and Objectives

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

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

3.5.7.1 Proposed Scheme Response

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

3.5.8 Road Safety Strategy 2021 – 2030.

The Road Safety Strategy 2021 - 2030 (hereafter referred to as the Road Safety Strategy) (Road Safety Authority (RSA 2021)), works towards achieving ‘Vision Zero’ which is to achieve the long-term goal of eliminating deaths and serious injuries in road traffic collisions by 2050. The Road Safety Strategy ‘*involves the promotion of the safer modes (e.g., public transport, such as bus and rail travel), and the promotion and provision of safe road*

environments for otherwise healthy, active modes. This includes walking and cycling, where the risks of death and serious injury in the event of a collision are higher than for protected in-vehicle road users.'

The Road Safety Strategy acknowledges that:

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

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

3.5.8.1 Proposed Scheme Response

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

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

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

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

3.5.9.1 Proposed Scheme Response

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

3.5.10 Climate Action Plan 2021

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

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

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

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

The key targets to meet the emissions reduction include:

- *‘Provide for an additional 500,000 daily public transport and active travel journeys’;*
- *‘Develop the required infrastructural, regulatory, engagement, planning, innovation and financial supports for improved system, travel, vehicle and demand efficiencies’;* and
- *‘Reduce ICE ¹kilometres by c. 10% compared to present day levels’.*

ICE reduction measures include:

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

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

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

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

Table 3.7: Climate Action Plan Transport Actions

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

3.5.10.1 Proposed Scheme Response

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

BusConnects will support the delivery of an efficient low carbon and climate resilient public transport service, contributing to emission reduction target achievement. BusConnects will contribute to Ireland’s journey to a low

¹ Internal Combustion Engine

carbon / carbon neutral, energy efficient and reliable transport system which aligns with Government net zero policy commitments and enable customers to make sustainable choices.

Acknowledging that various policy initiatives are required to deliver national targets that are aligned to the Paris Agreement, BusConnects can facilitate services that are beneficial to communities. While mandated reductions are not required at an individual scheme level, carbon must be invested wisely. Chapter 8 (Climate) in Volume 2 of the EIAR contains an assessment of the greenhouse gas emissions associated with the Proposed Scheme.

3.5.11 Climate Action Plan 2023

The Climate Action Plan (CAP) 2023 (Government of Ireland 2023) (hereafter referred to as '2023 CAP') is the second update to Ireland's CAP 2019 and was launched on the 21st December 2022. The 2023 CAP sets out the sectoral emissions ceilings and the implementation of carbon budgets. The CAP is a roadmap to deliver a halving of Ireland's emissions by 2030.

The transport sector has an aim of a 50% reduction in emissions by 2030. The 'Avoid' (reduce or avoid the need for travel – land use planning), 'Shift' (Shift to more environmentally friendly modes – public transport, active travel), 'Improve' (Improve the energy efficiency of vehicle technology- vehicle efficiency, clean fuels) approach has been adopted to help achieve these targets. CAP 2021 targets have been updated to include 'a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share'

Section 15.2.2 'Recalibration of the Decarbonisation Pathway for Transport' of the 2023 CAP states that the NTA Modelling team revalidated and recalibrated the decarbonisation pathway for CAP21. It goes on to say that this exercise 'identified additional measures to delivering 50% emissions abatement by 2030.' It further outlines that: 'The range of measures modelled includes known public transport schemes as set out in the National Development Plan (NDP); (inter alia) further acceleration of road space reallocation towards public and active travel modes; car-free urban centres'.

Section 15.3.3 'Avoid and Shift' of the 2023 CAP sets out the following:

'Greater prioritisation and reallocation of existing road space towards public transport and active travel will be a key supporting element for the new DMS. This already forms a crucial element of the BusConnects programme in each of our five cities. It is also a key recommendation from the OECD's Redesigning Ireland's Transport for Net Zero report.'

Section 15.3.3 'Shift' of the 2023 CAP outlines the following in regard to 'Major Public Transport Infrastructure Programme':

'Key milestones have already been achieved on major infrastructural projects, including BusConnects in each of our 5 cities and the Greater Dublin Area's DART+ Programme and Metrolink, which will continue to be progressed through public consultations and the planning systems.'

Table 15.7 'Key Actions to Deliver Abatement in Transport for the Period 2023-2025' of the 2023 CAP includes under the measure 'Major Public Transport Infrastructure Programme' and the heading 'Shift' (inter alia) 'Advance BusConnects programme in 5 cities' under the actions for 2023, 2024 and 2025.

Table 3.8 below sets out relevant Actions and how the Proposed Scheme is in line with same.

Table 3.8: Climate Action Plan 2023 Transport Actions

Action Number	Action	How the Proposed Scheme Meets the Action
TR/23/27	<i>Pedestrian enhancement plans developed for five metropolitan areas</i>	The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible.

Action Number	Action	How the Proposed Scheme Meets the Action
TR/23/29	<i>Advance roll-out of 1,000 km walking/cycling infrastructure</i>	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. The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.
TR/23/35	<i>Advance BusConnects programme in 5 cities</i>	BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.

3.5.11.1 Proposed Scheme Response

The delivery of the Proposed Scheme will provide the transport infrastructure required to provide sustainable transport options that will support the key actions set out in the 2023 CAP. The Proposed Scheme will expand, enhance and connect to pedestrian and cycle networks and will assist in facilitating the delivery of modal shift. It is clear that the targets set out within 2023 CAP are closely linked to the delivery of key transport infrastructure projects, such as the BusConnects Programme and therefore the Proposed Scheme.

3.5.12 Programme for Government – Our Shared Future 2020

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

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

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

3.5.12.1 Proposed Scheme Response

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

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

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

This Capital Plan identifies the need to improve public transport facilities noting:

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

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

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

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

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

3.5.13.1 Proposed Scheme Response

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

3.5.14 The Sustainable Development Goals National Implementation Plan 2022 – 2040

The UN’s 2030 Agenda aims to deliver a more sustainable, prosperous, and peaceful future for the entire world. The Sustainable Development Goals National Implementation Plan 2022 - 2024 (DCCAE 2022) is in direct response to the 2030 Agenda for Sustainable Development and provides a whole-of-government approach to implement the 17 Sustainable Development Goals (SDGs).

Ireland’s Second National SDG National Implementation Plan also sets out 5 strategic objectives to further develop SDG implementation over the duration of the Plan. Goals 9 and 11 are particularly relevant to the Proposed Scheme. These are set out in Table 3.9.

Table 3.9: SDGs and Targets aligned with the Proposed Scheme

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

3.5.14.1 Proposed Scheme Response

The Proposed Scheme supports the goals and targets set out in Ireland’s Second National Sustainable Development Goals National Implementation Plan as it provides infrastructure that will support sustainable transport and will improve the safety and accessibility of road users through the segregation of road vehicles and active travel modes. The design of the Proposed Scheme has adhered to the principles of the following guidance documents: Design Manual for Urban Roads and Streets (DMURS)(Government of Ireland 2013), Building for Everyone: A Universal Design Approach (NDA 2020), How Walkable is Your Town (NDA 2015), Shared Space, Shared Surfaces and Home Zones from a Universal Design Approach for the Urban Environment in Ireland (NDA 2012), Best Practice Guidelines, Designing Accessible Environments (Irish Wheelchair Association 2020), Inclusive Mobility (UK Department for Transport 2005), Guidance on the Use of Tactile Paving Surfaces (UK DfT 2007), and BS8300:2018 Volume 1 Design of an accessible and inclusive built environment – External Environment – code of practice.

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

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

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

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

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

The key principles for land transport investment proposals are:

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

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

3.5.15.1 Proposed Scheme Response

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

3.6 Regional Policy

3.6.1 Transport Strategy for the Greater Dublin Area 2016 – 2035

The GDA Transport Strategy (NTA 2016) was prepared in accordance with Section 12 of Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended) and was approved in April 2016 by the then Minister for Transport, Tourism and Sport. The GDA Transport Strategy (NTA 2016) has recently (at the time of writing) been superseded by the Greater Dublin Area Transport Strategy 2022 -2042 however, it has been kept within this report to provide context and due to the fact that numerous other 'live' Plans and Strategies reference this Strategy.

The GDA Transport Strategy is an essential component for the orderly development of the GDA over the next 20 years. The purpose and primary objective of the GDA Transport Strategy is *'to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods'.*

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

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

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

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

Section 5.6 of the GDA Transport Strategy sets out cycle policy in the region. The routes identified in the GDA Transport Strategy are those established in the GDACNP (NTA 2013).

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

As set out further above, the GDA Transport Strategy 2022 - 2042 (NTA 2023) has now been adopted and this is reviewed in Section 3.6.3 below.

3.6.1.1 Proposed Scheme Response

The need for the Proposed Scheme is supported by the GDA Transport Strategy (NTA 2016) as it will provide infrastructure required to facilitate 'a continuous priority for bus movement on sections of the Core Bus Network within the Metropolitan area.' The Proposed Scheme will realise the objectives of the GDA Transport Strategy by providing the enhanced bus lanes, removing 'bottlenecks' and making the bus a faster option to commuters than car-based transport.

3.6.2 GDA Transport Strategy Integrated Implementation Plan 2019 - 2024

The NTA is required to prepare a series of 'Integrated Implementation Plans' (for the GDA Transport Strategy (NTA 2016)) under Section 13(1) of Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended). These plans set out the transport planning investment priorities over a six-year period. The most recent Integrated Implementation Plan 2019 – 2024 (hereafter referred to as the 2019 Implementation Plan) (NTA 2019) was published in December 2019. A SEA and Appropriate Assessment (AA) were carried out as part of the Implementation Plan process.

An Integrated Implementation Plan is required to comprise among other things:

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

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

- *'Provide a well-designed and effective bus network that optimises routes and services to meet passenger demand';*
- *'Ensure the efficient use of available resources in delivering bus services';*
- *'Seek to reduce overall journey times and improve the reliability of bus services';*
- *'Improve service patterns by enhancing services in off-peak periods, in the evenings, and at weekends. 24-hour bus services will be introduced on key cross-city corridors in Dublin';*
- *'Develop greater interchange with other transport modes';*

- *'Provide an attractive, comfortable, clean, accessible and modern bus fleet';*
- *'Improve the environmental performance of the bus fleet'; and*
- *'Building a network of new bus corridors on the busiest bus routes to make bus journeys faster, predictable, and reliable'.*

The 2019 Implementation Plan also sets out under the heading 'Strategic Framework for Investment in Land Transport' that:

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

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

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

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

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

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

It is an objective of the 2019 Implementation Plan to build on the work already achieved in the GDA with respect to catering for greater bus movement. The intention set out in the 2019 Implementation Plan is to progress the development of the Core Bus Corridors (the CBC Infrastructure Works) to achieve, as far as practicable, continuous priority for bus movement.

3.6.2.1 Proposed Scheme Response

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

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

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

3.6.3 Greater Dublin Area Transport Strategy 2022 -2042

The Transport Strategy for the Greater Dublin Area 2022-2042 (NTA 2022) (hereafter described as the GDATS) was published for consultation on the 9 November 2021 and has been prepared in accordance with Section 12 of the Dublin Transport Authority Act 2008 (as amended). It was adopted in January 2023 and replaces the previous Transport Strategy for the Greater Dublin Area 2016-2035. Under the Dublin Transport Authority Act 2008, the NTA must review its Transport Strategy every six years. The GDATS is considered to be an essential component for the orderly development of the GDA for the next 20 years. The overall aim of the strategy is *'To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy'*. A key focus of the strategy is to enable increased use of other transport modes to meet environmental, economic and social objectives related to emissions, congestion and car dependency. It sets a clear direction towards a 50% reduction in CO₂ emissions within the GDA area by 2030.

Section 1 'Introduction' of GDATS reaffirms that *'Investment in bus priority and bus service improvements – BusConnects Dublin'* is a *'Major Project provided for in the strategy'*.

The NTA priorities are set out, as follows:

1. *'Priority 1. 'Undertake strategic transport planning seeking the optimal alignment of land use and transport policy and practice, enabling an increased proportion of travel by sustainable transport modes';*
2. *Priority 2. 'Promote the use of more sustainable modes of transport'; and*
3. *Priority 3. 'Implement an effective infrastructure investment programme that delivers sustainable and public transport infrastructure in a cost effective manner.'*

The Strategy includes four objectives, as follows:

1. *An enhanced natural and built environment – 'To create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, increasing walking, cycling and public transport use, and reducing car dependency.';*
2. *Connected communities and better quality of life – 'To enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling.';*
3. *A strong sustainable Economy – 'To support sustainable economic activity and growth by improving the opportunity for people to travel for work or business where and when they need to, and facilitating the efficient movement of goods.';* and
4. *An Inclusive Transport System – 'To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.'*

Similar to the approach adopted under the CAP 2023, as set out further above, the GDATS references the 'Avoid', 'Shift' and 'Improve' concept/principles in integrated land use and transport planning and the measures within the GDATS have been categorised under these three headings/themes.

The GDATS sets out the progress made on the previous GDATS which includes under section 2.3 'Bus' the commencement of BusConnects Dublin *'the largest ever investment programme'* in the NTA bus network. Specific reference is made in section 2.7 'Forthcoming Schemes' to the first tranche of planning applications for the BusConnects Dublin Core Bus Corridors having been lodged with An Bord Pleanála and that further applications are to follow. It also states that *'BusConnects Dublin new services network – implementation has commenced and will continue throughout 2022, 2023 and into 2024.'*

Section 9.3 'International Gateways' of GDATS comments that: *'This strategy incorporates MetroLink, BusConnects Dublin and demand management measures which will enhance and protect essential access to Dublin Airport and ensure that it will operate in a sustainable fashion in terms of landside transport.'*

Section 9.4 'Design and Planning of Schemes' of GDATS sets out: *'In designing and planning transport infrastructure schemes, it can be tempting for agencies, stakeholders and the public to focus on the one primary objective of the scheme, without giving due attention to the myriad other aspects which need to be considered'*

and the wider benefits which may accrue. Examples of this include the step-change in the quality of the cycle network proposed as part of BusConnects Dublin’

Section 9.5.2 ‘Major Interchange Facilities/Mobility Hubs’ of GDATS references that ‘Under BusConnects Dublin, a number of interchanges are currently in development and as the DART+ and light rail projects currently being designed are progressed, additional facilities will be developed.’ It further comments that ‘Dublin Airport also comprises a major interchange facility with multiple bus services converging at this location, as well as a major taxi facility. This interchange will be enhanced through the delivery of MetroLink and improved local and orbital bus services as part of BusConnects.’ It continues at section 9.5.3 in regard to ‘Other Interchanges’ that ‘With the introduction of significantly enhanced orbital bus services as part of BusConnects Dublin, it is anticipated that the role of interchange will increase.’

GDATS considers the road user hierarchy to encourage the use of sustainable transport. The pedestrian is placed at the top of the hierarchy. Due to the larger number of users that can use public transport, it needs to be prioritised over the private car in the design of the transport networks.

In addition to the above, under the heading ‘Metropolitan Area Strategic Plan’ this makes reference to a selection of enabling transport infrastructure including (inter alia); ‘City Centre Area within the M50 – Luas extensions, DART Underground, Dodder Bridge.’ (Underlining emphasis)

The GDATS sets out a range of measures and those of relevance to the Proposed Scheme are outlined in Table 3.10.

Table 3.10: GDA Transport Strategy 2022 – 2042 Measures

Measure Number	Measure	How the Proposed Scheme meets the Measure
PLAN2 – The Road User Hierarchy	<i>The NTA, in the decision-making process around the design, planning and funding of transport schemes in the GDA, will be guided by the priority afforded to each mode in the Road User Hierarchy as set out in the Transport Strategy.’</i>	The Proposed Scheme aligns with the measure as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.
PLAN14 - Urban Design in Major Infrastructure Projects	<i>‘The NTA will incorporate a high standard of urban design and placemaking, taking into account architectural heritage, into the planning and design of all major public transport infrastructure schemes and will consider how greater biodiversity can be fostered.’</i>	The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape, for example, at the proposed DPTOB. The east bank and the eastern side of the DPTOB will provide seating areas. The east bank of the DPTOB will receive urban realm improvements. All the plants and trees selected will be native species, appropriate to the urban and riverine location. The enhancement opportunities include key nodal locations which focus on locally upgrading the quality of the paving materials, extending planting, decluttering of streetscape and general placemaking along the route.
Measure PLAN15 – Urban Design in Walking and Cycling Projects	<i>‘In the design, planning and prioritisation of walking and cycling schemes, the NTA and the local authorities will ensure the incorporation of urban design and placemaking considerations, taking into account architectural heritage, and will consider how greater biodiversity could be fostered.’</i>	The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional, and accessible places for people alongside the core bus and cycle facilities. Along the route of the Proposed Scheme, improvements and enhancements will be made to

Measure Number	Measure	How the Proposed Scheme meets the Measure
		footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.
Measure PLAN16 – Reallocation of Road Space	<i>‘The NTA, in conjunction with the local authorities, will seek the reallocation of road space in appropriate locations in Dublin City Centre, Metropolitan towns and villages, and towns and villages across the GDA in accordance with the road user hierarchy, in order to prioritise walking, cycling and public transport use and prioritise the placemaking functions of the urban street network.’</i>	The Proposed Scheme will support integrated sustainable transport usage through road space reallocation in support of infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor. The Proposed Scheme reallocates road space along the route to facilitate full and continuous bus lanes along the north and south quays.
Measure INT3 – Integration of all Modes in Transport Schemes	<i>‘It is the intention of the NTA, in the design and planning of transport schemes, to ensure that the needs of all transport modes are considered, as appropriate, based on the objectives of the scheme and on the road user hierarchy.’</i>	The Proposed Scheme aligns with the measure as it will service the current and future transport needs of Dublin. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.
Measure INT6 - Interchange	<i>‘It is the intention of the NTA, in conjunction with local authorities and transport operators, to ensure that passengers wishing to change between services on the transport network are provided with as safe, convenient and seamless interchange experience.’</i>	The Proposed Scheme aligns with the measure as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. These include: <ul style="list-style-type: none"> Existing bus services at numerous locations along the route of the Proposed Scheme, including 33x, 33d, 41x, 126, 126a, and many others (see Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details); Future bus service proposals including Spine D along R105 Amiens Street and Beresford Place as associated with the Proposed Dublin Bus Network Re-Design; Greater Dublin Area Cycle Network Plan (GDACNP) (NTA 2013); and Future rail public transport services including LUAS Poolbeg and DART+.
Measure INT19 – Travelling at Night	<i>‘The NTA will work with transport operators, local authorities and An Gard Síochána to improve security and perceptions of security for people using public transport, and walking and cycling at night by improving lighting at public transport stops and stations and along access points to and from stops, assisting local authorities to design in passive surveillance and high quality lighting along pedestrian routes, and to reduce anti-social behaviour around stops and stations.’</i>	The Proposed Scheme has considered security and safety in its design, and it provides lighting as appropriate to the end use. The Proposed Scheme will include upgrades to existing public lighting. In addition to public lighting, it is proposed to install traffic monitoring cameras at key locations to enable the monitoring of traffic flows along the Proposed Scheme and provide rapid identification of any events that are causing, or are likely to cause, disruption to bus services on the route and to road users in general.
Measure INT20 – Accessible Infrastructure	<i>‘During the period of the Transport Strategy, the NTA will ensure that public transport infrastructure, and facilities in the GDA are made accessible for all</i>	The Proposed Scheme has been designed to include:

Measure Number	Measure	How the Proposed Scheme meets the Measure
	<i>users, and that additional resources for the maintenance and repair of lifts are made available.'</i>	<ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.
<i>Measure INT25 – Construction Management</i>	<i>The NTA, in conjunction with the local authorities, TII, Irish Rail, and other agencies will ensure that the level of disruption to the transport system and to wider activity throughout the region will be minimized, and that up-to-date travel information is provided during the construction of transport infrastructure projects.</i>	The Construction Environmental Management Plan (CEMP) and Construction Travel Management Plan (CTMP) of the Proposed Scheme will help to ensure that disruption is minimised, with access to houses and businesses maintained.
<i>Measure WALK2 – Improved Footpaths</i>	<i>The NTA, in conjunction with local authorities, will implement footpath improvement schemes across the GDA where required throughout the period of the Transport Strategy in order to ensure that they are of sufficient width, adequately lit, serve both sides of the road in urban areas (in most cases), are of good quality surfacing, provide for seating at appropriate locations, and are free of unnecessary clutter. Footpaths will also be maintained and improved in a manner which contributes positively to the public realm.</i>	Along the Proposed Scheme improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm. Several urban realm upgrades, including widened footpaths, high quality hard and soft landscaping and street furniture will be provided in areas of high activity to contribute towards a safer, more attractive environment for pedestrians
<i>Measure WALK4 – Improved Junctions</i>	<i>'The NTA, in conjunction with local authorities, will implement junction improvements across the GDA as follows: • To enhance safety at junctions, a programme of "narrowing" junctions by reducing kerb-line radii will be undertaken as a means of managing vehicular speeds; and • To enhance movement by pedestrians and cyclists, a programme of removal of slip lanes will be undertaken at appropriate locations, together with consideration of junction signaling changes to better balance the use of the junction between motorised and vulnerable modes, and in urban areas, junctions will be designed so as footpaths on side roads will be carried through at-grade, where practicable and safe to do so.'</i>	<p>The Proposed Scheme provides infrastructure that will support sustainable transport and will improve the safety of road users through junction improvement and the segregation of road vehicles and active travel modes.</p> <p>The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction.</p>
<i>Measure WALK9 – Disabled People</i>	<i>'Local authorities in the GDA and the NTA will take full account of disabled people and pedestrians with mobility impairments when delivering transport schemes which affect the pedestrian environment; and will implement improvements to existing facilities where appropriate and encourage the enforcement of the Road Traffic Laws in this regard.'</i>	A Disability Audit of the existing environment and proposed draft preliminary design for the corridor was undertaken. The Audit provided a description of the key accessibility features and potential barriers to disabled people based on the Universal Design standards of good practice. The Audit was undertaken in the early design stages with the view to implementing any key measures identified as part of the design development process. 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

Measure Number	Measure	How the Proposed Scheme meets the Measure
		<p>mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation where possible.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • The interaction between pedestrians, cyclists, and buses at bus stops. The Proposed Scheme has prioritised the use of island bus stops, including signal call button for crossing of cycle tracks, to manage the interaction between the various modes with the view to providing a balanced safe solution for all modes; and • Clear segregation of modes at key interaction points along the Proposed Scheme which was highlighted as a potential mobility constraint in the Audit.
Measure CYC1 – GDA Cycle Network	<i>‘It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.’</i>	<p>The Proposed Scheme aligns with the measure as it</p> <p>will provide fully segregated cycle tracks along the entire length of the north and south quays. On the Ringsend cycle route, there will be a mix of shared quiet street, a shared path in Ringsend Park and a segregated cycled track adjacent to Strand Street, Pembroke Street and Beach Road, respectively, in Irishtown. These high-quality cycle track will generally be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys.</p>
Measure CYC5 – Cycle Parking	<i>It is the intention of the NTA to deliver, through the statutory planning process and liaison with relevant stakeholders, high quality cycle parking at origins and destinations, serving the full spectrum of cyclists including users of non-standard cycles.</i>	<p>Cycle parking is provided at island bus stops throughout the Proposed Scheme.</p>
Measure CYC14 – Supporting Measures for Cycling	<i>‘The NTA will monitor new developments related to supporting measures for cycling including emerging technologies, infrastructure, policies and programmes, with a view to their implementation in the GDA.’</i>	<p>The Proposed Scheme has been designed to in line with guidance documents and design standards relating to the design of urban streets, cycling facilities and urban realm.</p>
Measure PT2 – Climate Proofing New Public Transport Infrastructure	<i>‘The NTA will ensure that all new public transport infrastructure is proofed for resilience against the potential impacts arising from climate change.’</i>	<p>The Proposed Scheme aligns with the measure as it comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. Design principles included exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS measures were designed to provide sufficient storage to ensure no increase in existing runoff rates.</p>

Measure Number	Measure	How the Proposed Scheme meets the Measure
Measure BUS1 – Core Bus Corridor Programme	<i>‘Subject to receipt of statutory consents, it is the intention of the NTA to implement the 12 Core Bus Corridors as set out in the BusConnects Dublin programme.’</i>	The Proposed Scheme is part of the BusConnects programme to enhance bus services and active travel options in the Greater Dublin Area.
Measure BUS12 – New Bus Stops and Shelters	<i>‘It is the intention of the NTA to continue to roll-out the programme of bus stop and shelter provision, and to monitor potential for further expansion and upgrade during the lifetime of the strategy.’</i>	The Proposed Scheme includes additional bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users.
Measure ROAD13 – Roadspace Reallocation	<i>‘The local authorities and the NTA will implement programme of roadspace reallocation from use by general traffic or as parking to exclusive use by sustainable modes as appropriate, as a means of achieving the following:</i> <ul style="list-style-type: none"> • <i>Providing sufficient capacity for sustainable modes;</i> • <i>Improving safety for pedestrians and cyclists; and</i> • <i>Encouraging mode shift from the private car and reducing emissions’</i> 	The Proposed Scheme reallocates road space for bus priority and cycling infrastructure. It will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport.
Measure TM2 – Management of Urban Centres	<i>‘The NTA and relevant local authorities, in collaboration, will deliver the public transport, cycling and walking networks, and public realm that are required to serve local centres, and to facilitate a post-Covid recovery based on sustainable transport.’</i>	<p>The Proposed Scheme aligns with the measure as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling).</p> <p>The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p>
MEASURE CLIMATE3	<i>Through the implementation of the full measures set out in this strategy, in combination with the plans and programmes of Government, the NTA will contribute to a reduction in CO2 emissions from transport in the GDA to below 1 MtCO2eq by 2042.</i>	<p>The Proposed Scheme aligns with the objective through the development of transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in GHG emissions, beyond those reported in the above assessment. The Proposed Scheme has the potential to reduce GHG emissions equivalent to the removal of approximately 16,330 and 18,790 car trips per weekday from the road network in 2028 and 2043 respectively. This has the effect of a reduction in total vehicle kilometres, a reduction in fuel usage, and increases to sustainable transport trips and modal share in accordance with the 2023 Climate Action Plan (CAP) (DCCA 2022).</p>

The revised GDA Cycle Network Plan forms part of the GDATS (see Section 3.6.3 below).

The GDATS Cycle Network Plan aims to:

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

3.6.3.1 Proposed Scheme Response

The GDATS (NTA 2023), clearly puts the delivery of Dublin BusConnects, of which the Proposed Scheme is part, at the heart of its objectives. There is added emphasis on the delivery of public transport, active travel and enhanced accessibility to sustainable modes of transport, all of which the Proposed Scheme will help to deliver. Furthermore, the Proposed Scheme will deliver the Dodder Bridge '*enabling transport infrastructure*' as identified by the Strategy.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A number of RPOs are relevant to the Proposed Scheme, as follows:

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

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

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

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

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

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

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

Within the City Centre in the short to medium term the Dodder Bridge is an *'Enabling Infrastructure'* listed in table 5.1 *'Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing'*.

The bus projects include:

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

The cycling objectives include:

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

It is noted that Table 5.1 *'Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing'*, in reference to the *'City Centre within the M50'* corridor, it includes *'Dodder Bridge'* under the heading *'Phasing/Enabling Infrastructure'* and is due to be completed in the *'short to medium term'*.

3.6.4.1 Proposed Scheme Response

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

In addition to the above, the Proposed Scheme will deliver the *'Dodder Bridge'* as part of the proposed works and will therefore realise this piece of infrastructure as outlined under the RSES.

3.6.5 Greater Dublin Area Cycle Network Plan (GDACNP) 2013

The Greater Dublin Area Cycle Network Plan (hereafter referred to as the GDACNP) (NTA 2023) is a Regional level plan for an integrated cycle network across the GDA. The original GDACNP (NTA 2013) sought to identify the links needed to provide for an adequate cycling network. The GDACNP aims to strengthen access and local permeability and offer greater cycling connectivity between Dublin and GDA Towns.

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

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

The main goals of the GDACNP are to:

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

The following are the networks identified and classified in the GDACNP:

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

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

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

The Plan includes at the figure entitled *'Greater Dublin Area Cycle Network – Dublin City Centre'*, a proposed crossing point over the River Dodder in line with the Proposed Scheme as well as a proposed crossing point across the River Liffey to the immediate west of the R131 (East Link Bridge) and a new crossing point from Sir John Rogerson's Quay across the River Liffey to North Wall Quay.

3.6.5.1 Proposed Scheme Response

The GDACNP demonstrates a further commitment by the NTA to provide an enhanced cycle network within the GDA. BusConnects Dublin, of which the Proposed Scheme forms part, will deliver the infrastructure necessary to expand and enhance the cycle network in line with the objectives of the GDACNP. Furthermore, the Proposed Scheme will realise the objective of the GDACNP to include a crossing point over the Dodder (i.e. the Dodder Public Transport Opening Bridge (DPTOB), a component of the Proposed Scheme).

3.6.6 Greater Dublin Area Cycle Network Plan 2022

The 2013 Greater Dublin Area Cycle Network Plan (GDACNP) set out the investment for cycle infrastructure by the relevant agencies within the region. The revised GDACNP 2022 forms part of the GDA Transport Strategy (as adopted in January 2023) and is a component of the transport strategy.

The GDACNP 2022 comprises of a table of contents and a series of figures related to the cycle network. However, the 'main body' GDATS 2022-2042 contains relevant text related to the GDACNP 2022, the key aspects of which have been set out below.

The 2022 GDACNP is a review of the 2013 plan to ensure a fit for purpose cycle network for all users and trip types. The network comprises of the following routes:

- Primary;
- Secondary;
- Feeder;
- Greenway; and
- Inter-urban.

It aims for 322km of Primary cycle network, 1,060 Secondary cycle network and 954km of Greenway routes.

GDATS sets out Measure CYC1 - GDA Cycle Network which outlines the following:

'It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.'

Step 5 of 'developing the transport strategy' states that it seeks to:

'Incorporate the GDA Cycle Network Plan, road schemes, park & ride plans and other infrastructure / service proposals'

It is also outlined that a key growth enabler of GDATS includes:

'Delivery of the cycle network set out in the Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on canal, river and coastal corridors'

3.6.6.1 Proposed Scheme Response

The GDACNP 2022 demonstrates a further commitment by the NTA to provide an enhanced cycle network within the GDA. BusConnects Dublin, of which the Proposed Scheme is part, will deliver the infrastructure necessary to expand and enhance the cycle network in line with the objectives of the GDACNP.

3.7 Local Policy Context

The Proposed Scheme is located entirely within DCC's functional area.

3.7.1 Dublin City Development Plan 2022 – 2028

The DCDP 2022 (DCC 2022) was adopted on the 2nd of November 2022 and came into effect on the 14th of December 2022, it guides how the city will develop to meet the needs of its residents, visitors and workers. A SEA, AA and SFRA were produced as part of the DCDP 2022.

DCC aims to establish the city as one of Europe's most sustainable, dynamic, and resourceful city regions. The DCDP 2022 places sustainable transport as a core principle in the future development of the city and its 'vision' sets out the following:

'Within the next 10 years, Dublin will have an established international reputation as one of Europe's most sustainable, dynamic and resourceful city regions. Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a distinct character, a vibrant culture and a diverse, smart, green, innovation-based economy. It will be a socially inclusive city of urban neighbourhoods with excellent community and civic infrastructure based on the principles of the 15 minute city, all connected by an exemplary public transport, cycling and walking system and interwoven with a high quality bio-diverse, green space network. In short, the vision is for a capital city where people will seek to live, work, experience, invest and socialise, as a matter of choice.'

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

'The Core Strategy will promote development and appropriate intensification along the routes of the three key public transport projects to be developed over the development plan period comprising (inter alia) Bus Connects (2021 – 2023)'

The DCDP 2022 recognises that increasing capacity on public transport including the infrastructure that supports it, such as bus corridors, cycle and pedestrian networks is a means to promoting modal change and active travel. Chapter 8: 'Sustainable Movement and Transport' sets out the following:

'Sustainable and efficient movement of people and goods is crucial for the success and vitality of the city. It is important that we transition away from the private car and fossil fuel based mobility to mitigate against the negative impacts of transport and climate change. A considerable shift towards sustainable modes has been achieved over the last 15 years and this must be accelerated over the next decade with an emphasis on increased active travel and public transport use and decarbonisation of transport. A focus on local travel patterns, promotion of active mobility within communities and connectivity by walking and cycling are key themes in this plan.'

Chapter 8 also comments in regard to creating greater accessibility to transport options and notes the role transport has to play in achieving climate change targets. It continues to set out:

'This policy approach promotes the integration of land use and transportation, improved public transport and active travel infrastructure, an increased shift towards sustainable modes of travel and an increased focus on public realm and healthy placemaking, while tackling congestion and reducing transport related CO2 emissions. This plan also looks to the future of mobility in the city including the increasing role of shared mobility schemes, micro mobility options, electric vehicles (EV) and the application of technology in the mobility sector.'

DCC commits to 'optimising the interconnection between land use and transport planning' and advocates for initiatives such as the 15-minute city to improve transport and active travel infrastructure.

Under the heading 'Challenges' it includes among others: 'Addressing Climate Change through Sustainable Mobility', effective integration of land use and transportation, regional connectivity and approach to mobility, city centre and urban villages – access and functional needs and 'embracing new forms of mobility'. The Plan seeks to create a 'modal shift' that will underpin sustainable transport provision and unlock new forms of mobility.

Chapter 8 Table 8-1 'Current and Target Mode Share' outlines that in the period 2019 – 2028 DCC will seek to increase walking by 2%, cycling and micro mobility by 7%, public transport by 3% and private vehicle reduction by 12%. It noted that the relatively modest level of public transport increase is due to the impact major public transport infrastructure works is likely to have over the lifetime of the plan and that the benefits of the various public transport infrastructure works including BusConnects will be felt in the following plan period.

Under the section 8.5.2 'Effective Integration of Land use and Transportation' it states 'This plan encourages higher density development along public transport routes, (i.e. Transit Orientated Development), a method of planning development around a main transport link. Adopting this approach recognises the opportunities presenting by (among others), the existing and planned bus improvements under BusConnects.' The DCDP 2022 therefore recognises the key link between high capacity sustainable transport and what can be achieved in terms of density.

BusConnects is also highlighted in regard to public realm, place making and healthy streets as it is recognised by the plan as providing an opportunity to improve same.

Figure 8-3 ‘BusConnects’ outlines each of the ‘Radial Core Bus Corridors’ comprising BusConnects, including the subject Scheme, number 16 Ringsend.

BusConnects is referred to as a ‘Key strategic transport project’ that forms part of the ‘expansion of an integrated public transport system for the Dublin region.’ It goes on to say ‘Dublin City Council actively supports all measures being implemented or proposed by other transport agencies to enhance capacity on existing lines/services and provide new infrastructure.’

It is noted that Ringsend has been identified as a ‘Decarbonising Zone’ in which ‘a range of climate mitigation measures can co-exist to address local low carbon energy, greenhouse gas emissions and climate needs.’

Within the transport objectives of the DCDP, bus improvements are identified as projects to be supported. The key policies are set out in Table 3.11.

Table 3.11: DCC Key Transport Policies and Objectives

Transport Policies (relevant to Bus Improvements)	How the Proposed Scheme Meets the Policy
<p>SC1 Consolidation of the Inner City <i>To consolidate and enhance the inner city, promote compact growth and maximise opportunities provided by existing and proposed public transport by linking the critical mass of existing and emerging communities such as Docklands, Heuston Quarter, Grangegorman, Stoneybatter, Smithfield, the Liberties, the North East Inner City and the south and north Georgian cores with each other, and to other regeneration areas.</i></p>	<p>The Proposed Scheme will enhance the capacity of sustainable transport as well as the efficiency of Dublin’s road network and as a consequence will help to achieve greater land use densities that will promote compact growth. The Proposed Scheme will provide public transport infrastructure that will assist in linking existing and emerging communities within the area. One of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p>
<p>SC8 Development of the Inner Suburbs <i>To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport services and enhanced walking and cycling infrastructure</i></p>	<p>The Proposed Scheme aligns with the objective as the BusConnects Programme of which the Proposed Scheme is part of is an objective the Metropolitan Area Strategic Plan.</p>
<p>QHSN11 15-Minute City <i>To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services.</p>
<p>CEE12 Transition to a Low Carbon, Climate Resilient City Economy <i>To support the transition to a low carbon, climate resilient city economy, as part of, and in tandem with, increased climate action mitigation and adaptation measures.</i></p>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p>

Transport Policies (relevant to Bus Improvements)	How the Proposed Scheme Meets the Policy
	<p>Following the application of mitigation measures such as reusing materials and sourcing materials locally, it is expected that there will be a negative, minor adverse and short-term residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>The operational traffic GHG emissions associated with the Operational Phase of the Proposed Scheme is predicted to be Negligible and Permanent. Thus, the residual impact from Operational Phase traffic as a result of the Proposed Scheme will be Negligible and Permanent.</p> <p>It is concluded that the Proposed Scheme will make a significant contribution to reduction in carbon emissions provided the measures outlined in the traffic optimisation and bus frequency resilience analysis are employed i.e. the service pattern and frequency of bus services are increased into the future to accommodate additional demand without having a significant negative impact on bus journey time reliability.</p>
<p>SMT1 Modal Shift and Compact Growth</p> <p><i>To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel, GDA Transport Strategy and the NTA's Integrated Implementation Plan</p> <p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City and its surrounds leading to a more compact urban form, 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.</p> <p>It will enhance the capacity of sustainable transport as well as the efficiency of Dublin's road network and as a consequence can help to achieve greater land use densities that will promote compact sustainable growth.</p>
<p>SMT2 Decarbonising Transport</p> <p><i>To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.</i></p>	<p>The primary objective of the Proposed Scheme through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and a low carbon and climate resilient county.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The primary objective of the Proposed Scheme therefore, through the provision of bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and low carbon and climate resilient communities.</p>
<p>SMT3 Integrated Transport Network</p> <p><i>To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of an integrated transport network that services the needs of communities and businesses of Dublin City and the region.</i></p>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p>
<p>SMT4 Integration of Public Transport Services and Development</p> <p><i>To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high quality urban places.</i></p>	<p>The Proposed Scheme aligns with the objective as one of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p>
<p>SMT8 Public Realm Enhancements</p> <p><i>To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council's Public Realm Strategy ('Your City – Your Space'), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming</i></p>	<p>The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme is compliant with the Your City Your Space – Dublin City Public Realm Strategy and the Public Realm Masterplan for the City Core – (The Heart of the City).</p>

Transport Policies (relevant to Bus Improvements)	How the Proposed Scheme Meets the Policy
<p><i>public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area.</i></p>	
<p>SMT02 Improving the Pedestrian Network <i>To improve the pedestrian network and prioritise the introduction of tactile paving, ramps and kerb dishing at appropriate locations, including pedestrian crossings, taxi ranks, bus stops and rail platforms in order to optimise accessibility for all users.</i></p>	<p>The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Crossing points will consist of on-demand signalised pedestrian crossing with appropriate tactile paving, push button units and LED warning studs. Appropriate signage will be used to ensure safe use of facilities by pedestrians.</p>
<p>SMT12 Pedestrians and Public Realm <i>To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.</i></p>	<p>The Proposed Scheme aligns with the objective as along its route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p> <p>For example the design teams of BusConnects and the North and South Campshires Public Realm Scheme have worked together, and it has been agreed that the Proposed Scheme will develop the necessary bus and cycle infrastructure provisions, while including basic quayside provision for pedestrians and landscaping.</p> <p>Other design elements to help improve public realm include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages.
<p>SMT14 City Centre Road Space <i>To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, Luas and Metrolink and with the existing and proposed bus network.</i></p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. It provides the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p>
<p>SMT16 Walking, Cycling and Active Travel <i>To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.</i></p>	<p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.</p>
<p>SMT18 The Pedestrian Environment <i>To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.</i></p>	<p>The Proposed Scheme aligns with the objective as along its route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p>
<p>SMT19 Integration of Active Travel with Public Transport <i>To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.</i></p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. Public lighting and bus stop facilities are also included as part of the Proposed Scheme.</p>

Transport Policies (relevant to Bus Improvements)	How the Proposed Scheme Meets the Policy
<p>SMT22 Key Sustainable Transport Projects</p> <p><i>To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained:</i></p> <ul style="list-style-type: none"> • DART + • Metrolink from Charlemount to Swords • BusConnects Core Bus Corridor projects • Delivery of Luas to Finglas • Progress and delivery of Luas to Poolbeg and Lucan 	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It has considered Smarter Travel, GDA Transport Strategy and the RSES.</p>

In reference to a bridge over the Dodder, the DCDP 2022 sets out the following:

'The strategic approach to the future development of Docklands will build on these successes. Connections will continue to be enhanced and it is envisaged that new bridges over the Liffey and at the mouth of the Dodder will be delivered over the next plan period.....New bridge infrastructure will also facilitate the continued development of the city such as the Dodder Public Transport Bridge, which is linked to development of the Poolbeg West Strategic Development Zone (SDZ) and pedestrian/cycle bridges, which will improve connectivity between the north and south docklands areas'

It is also referenced in Objective SMTO27:

'To initiate and/or implement the following street/road schemes and bridges within the six year period of the development plan, subject to the availability of funding and environmental requirements and compliance with the 'Principles of Road Development' set out in the NTA Transport Strategy'

'Road, Street and Bridge Schemes – To initiate and/or implement the following street/road schemes and bridges within the six year period of the development plan, subject to the availability of funding and environmental requirements and compliance with the 'Principles of Road Development' set out in the NTA Transport Strategy. Bridges - Dodder Public Transport Bridge, linked with BusConnects 16 proposals - Map E. Bridge from North Wall Quay at Point Depot (Point Bridge) and the widening of Tom Clarke Bridge, improve pedestrian and cycling facilities at the crossing point as well as accommodating additional public transport routes in conjunction with the Dodder Bridge -Map E. Pedestrian/cycle bridge crossing the Liffey between the Samuel Beckett Bridge and the Tom Clarke Bridge - Map E. Liffey Valley Park pedestrian/cycle bridge - Map E. Pedestrian/Cycle Bridge across River Liffey from Irish National War Memorial Gardens/Islandbridge to the Chapelizod Road, Islandbridge - Map D. Cycle/pedestrian bridges that emerge as part of the evolving Strategic Cycle Network and Strategic Green Infrastructure Network. Broadstone to Grand Canal pedestrian/cycle bridge - Map E. '

It is noted that Section 8.5.8 'Street/Road, Bridge and Tunnel Infrastructure' states that:

'New bridge infrastructure will also facilitate the continued development of the city such as the Dodder Public Transport Bridge, which is linked to development of the Poolbeg West Strategic Development Zone (SDZ) and pedestrian/cycle bridges, which will improve connectivity between the north and south dockland areas.'

3.7.1.1 Strategic Development and Regeneration Area (SDRA) 6 Docklands

The Proposed Scheme is within SDRA 6 Docklands. The guiding principles for Transport and Movement within the SDRA area are set out in Table 3.12

Table 3.12:SDRA Transport and Movement Principles

SDRA Transport and Movement Principles	How the Proposed Scheme Meets the Policy
<p><i>To enhance public realm to accommodate increased pedestrian movement.</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings.</p>
<p><i>To support the upgrading of the Campshires to deliver an improved environment for cycling and walking, along with necessary flood relief works.</i></p>	<p>The Proposed Scheme has coordinated with DCC and it has been agreed that the Proposed Scheme will develop the necessary bus and cycle infrastructure provisions, while including basic quayside provision for pedestrians and landscaping, and that Dublin City Council will develop its own complementary proposals to enhance the urban and pedestrian realm alongside.</p>
<p><i>Facilitate the delivery of the sustainable transport initiatives identified, including new pedestrian and cycle bridges at specified locations in accordance with SMT023 including:</i></p> <p><i>i) Bridge from North Wall Quay at Point Depot (Point Bridge) and the widening of Tom Clarke Bridge, improve pedestrian and cycling facilities at the crossing point as well as accommodating additional public transport routes in conjunction with the Dodder Bridge.</i></p> <p><i>ii) Pedestrian/cycle bridge crossing the Liffey between the Samuel Beckett Bridge and the Tom Clarke Bridge</i></p>	<p>The Sean Moore Road Scheme, the Dodder Public Transport Opening Bridge, linked with BusConnects 16 proposals, the Bridge from North Wall Quay at Point Depot (Point Bridge) and the widening of Tom Clarke Bridge, improve pedestrian and cycling facilities at the crossing point as well as accommodating additional public transport routes in conjunction with the Dodder Bridge and the Pedestrian/cycle bridge crossing the Liffey between the Samuel Beckett Bridge and the Tom Clarke Bridge are located within the Proposed Scheme.</p> <p>The Proposed Scheme aligns with this objective as it will not impact on the ability for the street/road schemes and bridges to be developed.</p>
<p><i>To facilitate delivery of cycle routes identified in the NTA GDA Cycle Strategy</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 of the EIAR, Traffic and Transport has considered the NTA Cycle Network Plan and National Cycle Manual.</p> <p>The Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes help to reduce dependency on private car use for short journeys.</p> <p>Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g., walking, cycling and public transport, by prioritising the space and time allocated to these modes within the operation of a junction, and subsequently to accommodate the forecasted future year traffic volumes as safely and efficiently as possible within the remaining space and time. This has allowed the design to maximise the number of people moving through each junction and to prioritise these sustainable modes of travel.</p>
<p><i>To include an objective for the reservation for a public road linking the national road network at the Dublin Tunnel to serve the southern port lands and adjoining areas (Southern Port Access Route) in accordance with the NTA</i></p>	<p>The Proposed Scheme does not overlap with Southern Port Access Route, however it is in close proximity to the DPTOB and sections of the Proposed Scheme along York Road and Pigeon House Road.</p>

SDRA Transport and Movement Principles	How the Proposed Scheme Meets the Policy
<i>Transport Strategy for the Greater Dublin Area 2022 – 2042</i>	
<i>To reconfigure Sean Moore Roundabout to a signalised junction and provide for greater accessibility of the Poolbeg West SDZ area with the city centre. This will seek to address issues of severance with the Ringsend area</i>	The Proposed Scheme will not impact on the objective reconfiguration of the Sean Moore Roundabout. It links the city centre with the docklands through Irishtown and Ringsend.
<i>To improve sustainable transport connectivity both to and through the area of Dublin Port.</i>	The Proposed Scheme will link the city centre with the Docklands and an onward cycling connection to Ringsend and Irishtown.
<i>To support public realm improvements in East Wall to enhance permeability and connectivity to the wider area</i>	The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm, which will connect existing and new areas in certain areas along the corridor.

Figure 13-9 SDRA 6 Docklands sets out the ‘Guiding principles of the SDRA’, those deemed of most relevance to the proposed scheme include:

- A potential new bridge is indicated as spanned between York Road and Britain Quay across the River Dodder;
- There are a number of roads included within the Proposed Scheme that are also within the ‘Core Pedestrian Spine’ including, the north and south quays areas;
- The Proposed Scheme runs through the Docklands SDZ and is immediately to the west of the Poolbeg West SDZ;
- A public realm improvement area is located to the immediate west of the Poolbeg SDZ at the South Bank Road Roundabout; and
- The proposed Eastern Bypass is indicated along the Poolbeg Quay and York Road sections of the Proposed Scheme.

In addition to the above, it is noted that Table 13.1 ‘Capacity of SDRA Designated Lands for Residential Use or a Mixture of Residential and Other Uses and Supporting Infrastructure’ sets out under SDRA 6 that supporting infrastructure includes BusConnects.

3.7.1.2 Proposed Scheme Response

The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor. It will facilitate a modal shift towards public transport and active travel modes which is a key objective of the DCDP. In addition, the Proposed Scheme will both realise the DCC objective of providing a transport bridge over the River Dodder and enhance the core pedestrian spine area.

3.7.1.3 Zoning Objective

The DCDP (DCC 2022) establishes a number of zoning objectives to regulate and manage future land uses within the city council area. The DCC zoning objectives have been set out in Table 2.2 of Appendix 1 (Local Policy) of this Report.

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

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

proper planning and sustainable development of the area. There will be a presumption against uses not listed under the permissible or open for consideration categories in zones Z1, Z2, Z6, Z8, Z9, Z11, Z12 and Z15. Other uses will be dealt with in accordance with the overall policies and objectives in this plan.'

The DCDP sets out the following in regard to unzoned lands:

'Certain small areas of land within the city are unzoned or not covered by a specific zoning objective. These lands are illustrated in white on the zoning maps accompanying the plan and usually correspond with the location of the city's roads, bridges, train lines, or other key infrastructure installations. Development proposals in respect of these unzoned lands will be considered in accordance with the policies and objectives of the plan. Regard will also be had to their compatibility with adjacent land-uses and zonings.'

Appendix 15 of the DCDP defines a Public Service Installation' as follows:

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

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

3.7.1.4 Proposed Scheme Response

Given the nature of the Proposed Scheme, the majority of the proposed works are within the public road and pavement area to which no specific zoning objective applies. On lands that are affected by works, the Proposed Scheme will not generally significantly impact upon the principal use of the zoning objective. However, there may be instances of temporary or limited impacts upon a given zoning objective, such as in the case of the temporary construction compounds. These lands will be reinstated upon completion of the Proposed Scheme. The Proposed Scheme complies with the DCDP (DCC 2022) in terms of the uses and works proposed.

3.7.1.5 Local Area Plans within the DCC Area Relevant to the Proposed Scheme

The Proposed Scheme is within the George's Quay Local Area Plan (LAP) (DCC 2012a) from George's Quay (west of Moss Street) along City Quay to Lombard Street East. The Lifetime of the LAP was extended until July 2022. It is noted that it is not included with DCDP 2022 Written Statement Table 2-12 which contains a list of Operational Local Area Plans so whilst it is no longer deemed operational and now beyond its lifetime it has been included below to show the Proposed Scheme's compliance with the aims and aspirations of the LAP.

The LAP sets out a range of 'Movement and Access' objectives, and those considered most relevant to the Proposed Scheme are set out in Table 3.13.

Table 3.13 DCC LAP

LAP	Reference / Section	Objective	Scheme Response
George's Quay Local Area Plan 2012	4.3 Movement & Access	<i>To seek, as part of an overall integrated City Centre Transport Strategy, the completion of a series of cycle infrastructure improvements for the Georges Quay area. If some of the proposed improvements are not included in the City Centre Transport Strategy, the Council will examine other options for the provision of other cycling improvements to the streets to achieve the same level of improvement in safety and movement and seek their delivery during the lifetime of the LAP.</i>	The Proposed Scheme from Memorial Bridge to City Quay will deliver part b of this objective – two-way cycle track on the eastern side of Memorial Bridge.

LAP	Reference / Section	Objective	Scheme Response
		<i>The Council proposes that the following cycle improvements are examined and where feasible included in the Strategy including;</i> <i>b. A two-way cycle lane to City Quay developed in tandem with the Liffey Campshire improvements and with potential to integrate to existing or proposed cycle lanes to Burgh Quay/George's Quay.</i>	
	4.3 Movement & Access	<i>To Implement pedestrian infrastructure improvements to priority routes including priority measures and additional and enhanced crossing facilities as indicated on Figure 16. Any improvements will be subject to an approve audit of pedestrian facilities and will be consistent with the Dublin City Council Public Realm Strategy.</i>	The Proposed Scheme will provide and upgraded pedestrian network as well as controlled and uncontrolled crossings at side roads, road crossings, and at junctions. In addition, public realm works will be undertaken at key locations with higher quality materials, planting and street furniture to enhance the pedestrian experience.
	4.3 Movement & Access	<i>To seek the prioritization of specific key elements on the plan such as improving crossing facilities, which are required, and which can be implemented without prejudicing the city centre transport plan</i>	The junctions of the Proposed Scheme have been designed to ensure a high level of comfort and priority for sustainable modes of transport such as walking and cycling by prioritising the space time each user group is allocated and ensure priority is given to these modes of transport.

Furthermore, the LAP recognises that the George's Quay area is ideally located to promote sustainable movement and access due to its location within easy reach of the core of the City Centre. It sets out that:

'The LAP seeks to build on this accessible location in order to promote increased use of sustainable forms of transport such as walking, cycling and public transport, and to reduce reliance on the use of private cars.'

The LAP also includes at Figure 16 'Proposed Pedestrian Network indicative only', a 'Priority Pedestrian Route' from Talbot Memorial Bridge north across the River Liffey and east along the route of the Proposed Scheme, as well as 'Pedestrian Campshire Improvements' between Talbot Memorial Bridge and Sean O'Casey Bridge. It also includes 'Improved Pedestrian Priority and Accessibility' areas at the junction of Talbot Memorial Bridge and Moss Street and at the junction of Lombard Street East and City Quay.

Figure 17 'Proposed Cycle Network indicative only' includes a 'Two Way Cycle Lane' along City Quay to Talbot Memorial Bridge and a 'One Way Cycle Lane' across the Bridge. Figure 18 'Proposed Public Transport Network indicative only' includes an 'Inner Orbital Route' along City Quay from Lombard Street East to Talbot Memorial Bridge and across the River Liffey.

In addition to the above, it is noted that the DCDP 2022 includes within the Written Statement at Table 2-14 a 'Schedule of Other LAPs/VIPs' (Local Area Plans/Village Improvement Plans) within this it includes at No. 13 Ringsend/Irishtown. The plan comments that it is the Councils intention to prepare this plan among others and that the plan will be brought forward on the basis of a prioritised selection process.

3.7.1.6 Proposed Scheme Response

Within the George's Quay LAP, the over-arching movement themes of the DCDP are adopted at a local level. Whilst the LAP is no longer operational, the movement objectives in relation to the provision of an integrated public transport network, as well as the promotion of enhanced and expanded cycling and bus facilities, will be facilitated by the Proposed Scheme.

3.7.1.7 North Lotts and Grand Canal Dock Strategic Development Zone (SDZ)

The Proposed Scheme is within the North Lotts and Grand Canal Dock SDZ (DCC 2014) from the east side of Lime Street to Tom Clarke East Link Bridge. In December 2012, parts of the North Lotts and Grand Canal Dock

were designated by the Minister for the Environment, Community and Local Government as an SDZ. In November 2013, DCC decided to make the North Lotts and Grand Canal Dock Planning Scheme. The SDZ Planning Scheme forms part of the DCDP 2022 (DCC 2022a) and supersedes any contrary provisions in the DCDP. The vision for the SDZ is centered on the best of what has happened in the Docklands to date, increased by the core strategies of the DCDP for economic livelihood, a compact green city and a city of quality neighbourhood living.

The DCDP 2022 outlines that the Planning Scheme for North Lotts and Grand Canal Dock is “*nearing completion*” with a significant level of development, primarily commercial and residential either having been completed or under construction.

The SDZ includes a high level theme which involves improving connectivity within the SDZ area as well as across and along the water bodies. It is part of this high level theme to improve connectivity by making a safe and efficient urban realm which caters for walking, cycling, public transport and the car. Section 2.2.3 ‘*Movement*’ sets out that:

‘On a city map the SDZ area in Docklands appears to be close to the City Centre, yet the experience when one is there is of not being connected.’

It goes on to say:

‘New bridges and a Luas extension are a major step forward in the building of a movement network aimed at linking the area internally and externally. A limited number of new street links and bridges will be necessary to underpin the emerging strategic network. In building inter-connection between different travel modes, it will be important to prioritise continuity of a high quality walking experience by ensuring consistent standards in a generous public realm.’

Section 4.4.3 ‘*Challenges*’ outlines that:

‘The existing road network is running at capacity during peak hours. A major challenge for the SDZ Planning Scheme is managing the capacity of the street network to provide maximum accessibility between the SDZ and the Greater Dublin Area, and at the same time integrating internal movement across the Liffey and within the city centre.’

Figure 14 ‘*Main Traffic Routes*’ includes an ‘*Indicative Proposed Main Route*’ from York Road across the Dodder and along the quays on the south side of the River Liffey to the west where it meets Macken Street.

Section 4.4.4 ‘*The Way Forward*’ sets out that:

‘The vision is one of an environment that is pleasant, accessible and easy to move around on foot and by bicycle and where movement to, from and within the area is predominantly by sustainable means. The achievement of this vision will require stitching the gaps in infrastructure, providing improved connections, pro-actively managing private car access and parking and the pro-active promotion of sustainable smarter travel.’

Under the heading ‘*Provision of Infrastructure*’ it states that:

‘The Dodder Bridge is also a crucial piece of infrastructure providing linkage eastwards to Poolbeg. This bridge would enable the provision of increased bus transport to serve the entire area as well as providing an important pedestrian and cyclist link eastwards to link residents with Dublin Bay.’

Figure 15 titled ‘*Public Transport Map*’ shows the potential future docklands rapid transit / Quality Bus Corridor moving in an easterly direction from the south quays, over the proposed DPTOB and into the Poolbeg area. This highlights the delivery of this key structure to help facilitate the implementation of this SDZ Planning Scheme. Figure 27 titled ‘*Making a Legible City: New Key Spaces and Connections*’ shows that the route from Sir John Rogerson’s Quay across the River Dodder is not only classed as a ‘*Proposed Strategic Pedestrian Route*’ but is also a ‘*Major Strategic Pedestrian Route*’ towards Ringsend Park.

The SDZ lists a range of objectives and those deemed of most relevance to the Proposed Scheme are set out in Table 3.14.

Table 3.14: North Lotts and Grand Canal Dock SDZ

Section	Policy / Objective	Proposed Scheme Response
4.3.4.8	<i>Objective CD14 To promote the development of street infrastructure, walking and cycling routes and public transport routes to enhance connections between residential areas and the community facilities that exist in the wider neighbourhood.</i>	The Proposed Scheme will provide linkage eastwards from Sir John Rogerson's Quay to Poolbeg. In addition, it will provide the infrastructure necessary to increase and enhance the bus, cycle, and pedestrian network. Street furniture along the Proposed Scheme is mostly confined to replacing or relocating existing furniture, there is opportunity at the 'Focal Points' to provide additional street furniture where it would most enhance the communal spaces.
4.4	<i>Objective MV1 To continue to promote the modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport and to implement the initiatives contained in the Government's, 'Smarter Travel, A Sustainable Transport Future 2009-2020'.</i>	The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.
4.4	<i>Objective MV2 To support and facilitate the development of an integrated public transport network with efficient interchange between transport modes, to serve the existing and future needs of all ages in association with relevant transport providers, agencies, and stakeholders and to facilitate the integration of walking and cycling with public transport.</i>	The Proposed Scheme will deliver the DPTOB over the River Dodder, identified in the SDZ Scheme as crucial piece of infrastructure, to provide cycle and pedestrian link across the river in the SDZ and the docklands area. Bike racks will generally be provided, where practicable, at Island Bus Stops and key additional locations.
4.4	<i>Objective MV3 - To provide additional cycle and pedestrian bridges across the canals and rivers in the SDZ to form part of strategic cycling and walking routes.</i>	The Proposed Scheme will deliver the DPTOB over the River Dodder, identified in the SDZ as crucial piece of infrastructure, providing a cycle and pedestrian link across the river.
4.4	<i>Objective MV4 To create and support a well-designed network of pedestrian infrastructure to promote and facilitate walking and cycling; provide priority for pedestrians and cyclists along key desire lines, developing routes within the Docklands and linking with the surrounding walking and cycling networks in Dublin City.</i>	The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary to facilitate an enhanced cycle and pedestrian network.
4.4.4.3	<i>'There is potential to connect the Grand Canal Dock area back to the city centre through additional bus services/ routes including a dedicated Quality Bus Corridor. Furthermore, such enhancements would allow for supplementary transport measures on an interim basis in the form of shuttle buses provided by employers to meet staff travel needs. See Fig 14.'</i>	The Proposed Scheme will provide passive bus priority along the South Quay. It will also provide the DPTOB as shown in Figure 14 of the North Lotts & Grand Canal Dock Planning Scheme.
4.10.4.4.1	<i>'It is an objective to link Britain Quay to Poolbeg by a new Dodder bridge and to North Lotts with a new Liffey pedestrian bridge.'</i>	The Proposed Scheme will realise this objective through the provision of the DPTOB.
4.11.4.13	<i>Objective GI1 To develop a hierarchy of interconnected open spaces, recreation areas and green landscaped areas, via walking and cycling priority routes, through the SDZ area as green routes.</i>	The Proposed Scheme aligns with the objective as it will increase connectivity to/from the docklands to Ringsend. The south side will include a green area, designed as a mini-park for Ringsend. It will provide seating overlooking the Dodder Basin and planting. The open spaces along the route are interconnected by the Proposed Scheme.

3.7.1.8 Proposed Scheme Response

The Proposed Scheme includes the DPTOB across the confluence of the River Dodder and River Liffey, and this is an integral part of the development of the SDZ area and will provide east-west connectivity. This bridge will enable the provision of increased bus transport to serve the entire area as well as providing an important pedestrian and cyclist link eastwards. Furthermore, the Proposed Scheme will provide enhanced urban realm and open space along the route providing the infrastructure necessary to deliver sustainable transport options.

3.7.1.9 Poolbeg West Strategic Development Zone (SDZ)

The Proposed Scheme is situated immediately to the west of the Poolbeg West SDZ. The DCDP 2022 comments that 'Poolbeg West has been designated as a Strategic Development Zone (SDZ) and the adopted planning

scheme will facilitate further significant housing a commercial development.’ It further states that ‘Further development of the historic Docklands area is proposed under the Poolbeg West SDZ Planning Scheme. It is envisaged that this area will accommodate over 3,500 new homes as well as 80,000-100,000sqm of commercial floorspace, providing employment for up to 8,000 workers.’

It is noted that under the heading SDRA 6 – Docklands that in regard to Green Infrastructure is will “*Support green infrastructure initiatives contained in the Ringsend and Irishtown LEIP and improve connectivity to Poolbeg West SDZ.*”

The DCDP 2022 also outlines the following:

‘New bridge infrastructure will also facilitate the continued development of the city such as the Dodder Public Transport Bridge, which is linked to the development of the Poolbeg West Strategic Development Zone (SDZ) and pedestrian/cycle bridges, which will improve connectivity between the north and south docklands areas.’

The DCDP 2022 sets out under the heading ‘Poolbeg West Planning Scheme 2019’, that:

‘Improvements to road access arrangements are needed to facilitate these new land uses, with local upgrades and a planned new public transport bridge over the river Dodder. At a more strategic level, improved port access and the Eastern Bypass route reservation are also accommodated. Because of the scale of development envisaged, a clear phasing plan has been set out, such that infrastructural requirements are provided in tandem with appropriate levels of new development.’

The SDZ forms part of the DCDP 2022 (DCC 2022) and supersedes any contrary provisions in the DCDP. In 2019, DCC produced the Poolbeg West SDZ Planning Document (DCC 2019b) which sets out the vision for the scheme.

Under the heading ‘SDZ Description & Context’ it states that:

‘One item which is of importance for the long term strategic movement to and from this area is a new bridge crossing (Dodder Bridge), which is designated a short distance to the west of the lands at the confluence of the River Dodder, Grand Canal and River Liffey. This bridge will extend the Liffey Corridor spine by connecting Britain Quay with York Road, and thus connect Grand Canal Dock directly with Ringsend and Poolbeg. Although the bridge location is outside the SDZ boundary, it is a critical piece of infrastructure to the success of this new neighbourhood. Objective MTO31 of the Dublin City Development Plan 2016 – 2022 identifies this bridge to be delivered within a six year period.’

SDZ Figure 2.1 ‘*Concept Plan*’ includes a ‘*Sustainable Transport Corridor*’ from the SDZ lands west, across the River Dodder towards the City Centre and is also indicated to the south and west of Ringsend Park similar to the Proposed Scheme.

The access and movement’s vision of the Poolbeg West SDZ is to have a key link between Ringsend, Irishtown Nature Reserve and Sean Moore Park to provide an accessible integrated street network. Figure 4.1 ‘*Community Facilities, Existing and Planned (Indicative Locations)*’ shows a proposed community hub at York Road / Thorncastle Street. The Proposed Scheme will deliver a mini-park for Ringsend at this location, comprising seating overlooking the Dodder Basin and planting.

The SDZ sets out that:

‘The Dodder Bridge (also known as the ‘Gut Bridge’) proposal will facilitate much improved access via public transport to the SDZ area whilst also improving connectivity for pedestrians and cyclists. The design selected will ensure the continued functioning of the Boat/ Rowing clubs in the area and active use of Grand Canal Dock and the Grand canal system, allowing smaller vessels to pass under and also being capable of opening easily to accommodate larger vessels entering the Grand Canal Dock or Dodder River.’

One of the major improvements identified in the SDZ is the Sean Moore Roundabout, which is to be replaced with a signalised junction.

Figure 6.1 'Public Transport Strategy' includes 'Core Bus Route 15a Extension (10 min Frequency)' from the SDZ lands across the 'Proposed Dodder Bridge' and along the quays as well as 'Core Bus Route 1 (10 min frequency)' to the south and west of Ringsend Park similar to the location of the Proposed Scheme.

Figure 6.2 'Strategic Cycle Network' includes a 'Primary Route' from the SDZ lands across the 'Proposed Dodder Bridge'. It also includes a 'Secondary Route' to the south and west of Ringsend Park as well as the 'East Coast Trail (Greenway)' similar to the location of the Proposed Scheme.

Figure 10.1 'Making a Legible City, New Key Spaces and Connections' includes the following:

- 'Proposed Dodder Bridge' (Between York Road and Britain Quay);
- 'Propose Green Route' (along Poolbeg Quay and York Road extending around the Quays in line with the Proposed Scheme; and
- Civic Spine & Liffey Corridor' (along the south and quays in line with the proposed scheme).

Figure 11.2 'Movement Proposals and Land Use' includes a 'Bus Route (with Bus Gate)' as well as LUAS and 'Key Pedestrian/Cycle Route' from the SDZ lands in the direction of the proposed DPTOB.

Table 3.15: Poolbeg West SDZ Policy Objectives

Section	Policy / Objective	Proposed Scheme Response
6	<i>MV1 To promote a high level of use of sustainable forms of transport including walking, cycling and public transport use having regard to the City Development Plan and national level policies</i>	The Proposed Scheme will facilitate this objective by providing the infrastructure necessary to provide a sustainable transport network adjacent to the SDZ lands. The Proposed Scheme will enhance walking, cycling and public transport options within the area.
6	<i>MV2 To provide improved public transport services to the area including a core bus link to the city centre via the proposed Dodder Bridge, enhanced/extended bus services along existing routes, and in the longer term, to provide for delivery of Luas to Poolbeg as part of the planned Red Line extension under the National Transport Authority Strategy 2016–2035.</i>	The Proposed Scheme will facilitate this objective and provide new connections to/from the SDZ through the provision of the DPTOB. The Proposed Scheme will also provide the 'Sustainable Transport Corridor' as shown in SDZ Figure 2.1. The Project Team for the Proposed Scheme is aware of an aspiration to extend the LUAS Red Line to Poolbeg. However, no route has been identified for any red line extension to Poolbeg, and no feasibility assessment has been undertaken to route it along Guild Street or Sir John Rogerson's Quay.
6	<i>MV3 To actively pursue the delivery of the Dodder (or 'Gut') Bridge to facilitate the full build-out of the Planning Scheme in accordance with the Phasing programme as set out in the Land Use & Phasing Chapter. This bridge shall be designed to facilitate public transport and walking/cycling.</i>	The Proposed Scheme will deliver the DPTOB which will improve east to west connectivity between the city centre, Grand Canal Dock, Ringsend, and Poolbeg. The purpose of the DPTOB is to facilitate public transport as well as encouraging active travel.
6	<i>MV4 To protect the route of the proposed Southern Port Access Route and Eastern Bypass in accordance with the objectives of Transport Infrastructure Ireland and the National Transport Authority Strategy for the Greater Dublin Area 2016–2035. As an interim measure it is proposed to provide a separate road access to the south port area via a new link located north of the existing Sean Moore Roundabout.</i>	The Proposed Scheme will span from Sir John Rogerson's Quay (adjacent to the Capital Dock development) to the R131 Regional Road and tie in via a signalised junction. No new or upgraded bus facilities will be provided from Tom Clarke East Link Bridge to Sean Moore Road as it is intended that buses will use the existing facilities along the East Link Road to R131 Sean Moore Road. The Proposed Scheme will not impact upon any proposals to deliver the Southern Port Access Route and Eastern Bypass. It is noted that the GDATS at Section 13.3.3 in regard to the Eastern bypass that it is no longer required to be developed and is not intended to be progressed as part of the transport strategy.
6	<i>MV5 To seek the upgrading of roads and junctions in the immediate vicinity of the SDZ to accommodate improved public transport priority and active modes. These works will include new signalised junctions at the Sean Moore Road/ South Bank Road Roundabout, at the Beach Road/ Sean Moore Road junction. A new pedestrian and cycle link across the River Liffey will also be prioritised, either by widening/enhancing the existing bridge or by providing a new parallel structure to accommodate walking and cycling.</i>	The Proposed Scheme will deliver a new and upgraded public transport network in the immediate vicinity of the SDZ lands. The Proposed Scheme will also deliver the DPTOB which will facilitate a high frequency bus service from Poolbeg to the city centre along the south quays.

Section	Policy / Objective	Proposed Scheme Response
6	<i>MV6 To promote the development of an improved cycle network in accordance with the NTA's Cycle Network Plan, and to seek (inter alia) the following cycle connections in co-operation with the National Transport Authority: • Pigeon House Road to Sir John Rogerson's Quay via proposed Dodder Bridge. • Bremen Road to Bridge Street (R802) via Ringsend Park. • Greenway link from Sean Moore Park to the end of Poolbeg peninsula, integrated with the proposed coastal promenade walking/cycling route, the Sutton to Sandycove cycle route, including loops/spurs through the SDZ. The above shall link to existing and proposed primary routes including the East Coast trail along Beach Road and both the Liffey and Canal Greenways</i>	The Proposed Scheme will deliver the DPTOB which will facilitate public transport only. In line with the GDACNP, the East Coast Trail (National Cycle Network Route 5) proposes to incorporate the Sutton to Sandycove cycleway. The Proposed Scheme will facilitate this objective and deliver new and upgraded cycling facilities from Tom Clarke East Link Bridge to Sean Moore Road.
6	<i>MV9 To provide the cycle routes (including Coastal Greenway) indicated in Figure 6.2.</i>	The Proposed Scheme will deliver the DPTOB which will facilitate public transport and encourage active travel. In line with the current GDACNP, the East Coast Trail (National Cycle Network Route 5) proposes to incorporate the Sutton to Sandycove cycleway. The Proposed Scheme directly contributes to the delivery of new and upgraded cycling networks within the Grand Canal Dock, Ringsend and Poolbeg area.

In 2019, An Bord Pleanála (ABP) approved the Poolbeg West Planning Scheme with modifications under reference 29S.ZD2013. The key modification related to the Proposed Scheme is modification number 8 which is set out in Table 3.16. Table 3.16: Poolbeg West SDZ ABP Modifications

Section	Modified Text	Project Response
6.5	<i>'Planned strategic route investment for the area includes the Eastern bypass (alignment preservation) and associated South Port Access route, and the Dodder Bridge. Important for the long-term development of this area is the protection of an alignment for the South Port Access Route protected within the Eastern By-Pass corridor and is similarly protected for the future in accordance with the National Transport Authority Transport Strategy for the Greater Dublin Area. Dublin City Council will also work with Transport Infrastructure Ireland and the National Transport Authority to refine the route of the South Port Access/Eastern Bypass Corridor Reservation. The SPAR scheme would either terminate at Seán Moore Road roundabout or at a new junction further east. Because the South Port Access route will not be delivered for some time, the matter of heavy traffic on South Bank Road needs to be addressed. In this regard, it is intended to provide in the short term a new access as an 'Alternative (South) Port Access Route' to the south port area north of the proposed new junction of Seán Moore Road/South Bank Road.'</i> (Underlining emphasis)	The delivery of the DPTOB as part of the Proposed Scheme is key to realising the potential of Poolbeg West SDZ. It is specifically linked to the SDZ and is a vital piece of infrastructure for the future development of the area.

In addition to the above, it is noted that Section 8.12 of the Inspectors Report outlines that:

'The Transport Assessment also states that up to 30% build out of the Poolbeg SDZ could be accommodated prior to introduction of the Dodder Bridge, the design of which has already commenced. It was also noted that the granting of permission may be phased to match available transport infrastructure.'

It is clear that the level of development that could be achieved within the SDZ is linked with the development of the DPTOB.

3.7.1.10 Proposed Scheme Response

The Proposed Scheme is to the immediate west of the SDZ lands. However, it will provide an enhanced public transport, cycling and walking network on an east / west axis in the direction of the City Centre. The improved transport network, including the delivery of the DPTOB will help to realise many of the SDZ objectives. The DPTOB will increase connectivity for cyclists and pedestrians within the South Docks, Ringsend and Poolbeg Peninsula.

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

The Heart of Dublin – City Centre Public Realm Masterplan (DCC 2016) for Dublin City Centre was published by DCC in 2016. The overall vision is one of a pedestrian friendly core within the City Centre, so that the city can be easy, comfortable, and enjoyable to move within. The strategy will require the full completion of the planned public transport network. The Heart of Dublin – City Centre Public Realm Masterplan includes the part of the Proposed Scheme from City Quay and Talbot Memorial Bridge, as well as sections of Memorial Road and Custom House Quay. In addition, the Dublin Docklands SDZ Public Realm Plan is one of the original projects that DCC identified as one the most important streets and spaces in the city to focus on.

3.7.1.12 Proposed Scheme Response

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

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

3.7.1.13 Your City Your Space – Dublin City Public Realm Strategy

The Your City Your Space – Dublin City Public Realm Strategy (DCC 2012b) was published in 2012. It seeks to co-ordinate the approach to the urban realm and to address its many existing challenges through a series of actions. The Your City Your Space – Dublin City Public Realm Strategy includes part of the Proposed Scheme along North Wall Quay, Britain Quay, Sir John Rogerson’s Quay, City Quay, Talbot Memorial Bridge, Custom House Quay, and the East Link Bridge which are defined as the Liffey Corridor. The design principle for these areas are set out in Table 3.17.

Table 3.17: City Centre Public Realm Masterplan Design Policies

Public Spaces	Desired Character and Experience	Design Policies
The Liffey Corridor and the Civic Spine	<i>‘The most important landmark public space in many people’s understanding of the city’s public realm is the River Liffey. It provides an orientation point and is a focal point for an understanding of the ‘city centre’. It is articulated by many bridges of high quality in which it is possible to see the chronological development of the city in phases along the estuary of the river. The channeling of the river in the 17th century provided the city with significant shipping facilities and a dramatic connection to the majesty of Dublin Bay’.</i>	<i>‘Develop comprehensive design briefs in order to achieve the required standards of quality in the public realm. Building proposals to enclosures must protect historic character and achieve high quality. Improve the quality of experience by rebalancing pedestrian, cycle and vehicular movement and improve the environment through greening and de-cluttering.’</i>

3.7.1.14 Proposed Scheme Response

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

Scheme is therefore compliant with the Your City Your Space – Dublin City Public Realm Strategy. The Proposed Scheme will also provide the introduction of the proposed boardwalks to North Wall Quay. It also provides high quality stone paving on sections of the quays and for replacement and new tree planting along the north quays and improved accessibility and new vantage points with the provision of the boardwalks to North Wall Quay.

3.7.2 DCC Climate Change Action Plan 2019-2024

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

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

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

3.7.2.1 Proposed Scheme Response

The Proposed Scheme will provide the transport infrastructure necessary to facilitate a low carbon sustainable transport system that will assist in meeting the objectives of the DCC Climate Change Action Plan.

3.7.3 Dublin Port Masterplan 2040 (Reviewed 2018)

In 2012, Dublin Port Company (DPC) adopted the DPC Masterplan 2040 and this was reviewed in 2018 (DPC 2018). The DPC Masterplan 2040 is a non-statutory plan but has been framed using EU, National, Regional and Local development plan policies. It sets out potential development options which are dependent on demand, capacity and subject to securing planning and other consents. A key objective of the DPC Masterplan 2040 is '*to ensure there is harmony and synergy between the plans for the Port and those for the Dublin Docklands Area, Dublin City and neighbouring counties within the Dublin Region.*' Under the DPC Masterplan 2040, DPC has three different projects;

1. Alexandra Basin Redevelopment Project, submitted to the Board and approved in 2015;
2. MP2 Project submitted to the Board and yet to be decided; and
3. 3FM Project.

3.7.3.1 3FM Project

A small section of the Proposed Scheme interacts with the DPC Masterplan 2040 project called the 3FM Project. The DPC Masterplan 2040 was launched in Q4 of 2021 (DPC 2021) to ensure that essential port capacity is available by 2040. Currently at the pre-planning stage, the 3FM Project consists of six elements:

1. The Southern Port Access Route (SPAR) to link the north and south port areas via a new bridge across the River Liffey immediately east of the Tom Clarke Bridge;
2. Construction of a container terminal;
3. Redevelopment of the existing blue container terminal;
4. Creation of a ship turning circle in front of Pigeon House Harbour;
5. Development of three new public parks including cycle paths and pedestrian routes; and

6. Provision of a site to accommodate utilities for a district heating scheme powered by the Covanta waste to energy plant.

Table 3.18: Dublin Port Masterplan Transport Objectives

Reference Section	Transport Objective	Proposed Scheme Response
Movement and Access	<i>'Provide for a public transport route to serve passengers and those working within the Port to improve the modal transport split'</i>	As set out in the DPC Masterplan, a small section of the Proposed Scheme interacts with the Masterplan project. The Proposed Scheme complements the objective and will not inhibit its facilitation.
	<i>'Promote non-motorised sustainable transport modes, including cycling and walking.'</i>	As set out in the DPC Masterplan, a small section of the Proposed Scheme interacts with the Masterplan project. The Proposed Scheme complements the objective and will not inhibit its facilitation.
	<i>'Enhance existing infrastructure to provide dedicated access / exit routes to Port facilities.'</i>	The Proposed Scheme interacts with the Masterplan project in a limited manner. The Proposed Scheme complements the objective and will not inhibit its facilitation.
Integrating with the City	<i>'Achieve closer integration with the City and people of Dublin through a commitment to respect soft values associated with the location, operation and impact of the Port.'</i>	As set out in the DPC Masterplan, a small section of the Proposed Scheme interacts with the Masterplan project. The Proposed Scheme complements the objective and will not inhibit its facilitation.
	<i>'Promote movement linkages in the form of pedestrian and cycle routes'</i>	As set out in the DPC Masterplan, a small section of the Proposed Scheme interacts with the Masterplan project. The Proposed Scheme complements the objective and will not inhibit its facilitation.
Recreation and Amenity	<i>'Promote Dublin Port for recreation and amenity by highlighting walks and cycle routes offering facilities for bird watching and viewing wildlife as well as views of the Bay and the wider environment as well as the activity within the Port'</i>	As set out in the DPC Masterplan, a small section of the Proposed Scheme interacts with the Masterplan project. The Proposed Scheme complements the objective and will not inhibit its facilitation.

3.7.3.2 Proposed Scheme Response

The Proposed Scheme is largely within the existing public road / pavement area. The SPAR as proposed by the DPC through its DPC Masterplan 2040 is working to secure planning permission for the 3FM Project by 2024. It is envisaged that these two schemes will not prevent each other from being delivered, and together, will make a positive contribution to the provision of high quality walking and cycling routes throughout the Poolbeg Peninsula.

4. Proposed Scheme Sections

4.1 Introduction

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

4.2 Talbot Memorial Bridge to Tom Clarke East Link Bridge

4.2.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP (DCC 2022). For a detailed description of the zonings, refer to Table 1.2 in Appendix 1 (Local Policy).

Construction Compounds R1, R2 and R3 for the Proposed Scheme will be located within the DCC area on lands zoned within the 2022-2028 DCDP (DCC 2022) as follows:

- Z5 – City Centre; and

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

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

Table 4.1: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zone	Objective
DCC	Z4 – Key Urban Villages / Urban Villages	<i>To provide for and improve mixed-services facilities.</i>
	Z5 – City Centre	<i>To consolidate and facilitate the development of the central area and to identify, reinforce, strengthen, and protect its civic design character and dignity.</i>
	Z9 – Amenity / Open Space Lands / Green Network	<i>To preserve, provide and improve recreational amenity, open space and ecosystem services.</i>
	Z11 – Waterways Protection	<i>To protect and improve canal, coastal and river amenities.</i>
	Z14 – Strategic development and regenerations areas (SDRAs)	<i>To seek the social economic and physical development and / or rejuvenation of an area with mixed use, of which residential would be a predominant use.</i>

As noted above, the areas required for Construction Compounds R1, R2 and R3 will be for a temporary period. Reinstatement works will be carried out following construction. All Construction Compounds will be located on sites which currently have no development. The Proposed Scheme will not prevent any long-term zoning objective for the land from being achieved.

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

4.2.1.1 Map based Objectives

Along this Section of the Proposed Scheme there are a number of distinct map-based objectives from the DCDP (DCC 2022). These are set out in Table 4.2.

Table 4.2: Map Based Objectives

Map Based Objective	Description	Proposed Scheme Response
DCC		
Strategic Development and Regeneration Areas (SDRA) 6 – Docklands and Docklands SDZ	<i>'The designation of the Docklands, including the Docklands SDZ, as a strategic development and regeneration area (SDRA) can. 'make a valuable contribution to the future physical and social regeneration of this part of the city, consolidating the area as a vibrant economic, residential, cultural and amenity quarter of the city, whilst simultaneously nurturing sustainable well-integrated neighbourhoods and communities...;Facilitate the delivery of the sustainable transport initiatives identified, including new pedestrian and cycle bridges at specified locations...To facilitate delivery of cycle routes identified in the NTA GDA Cycle Strategy...To improve sustainable transport connectivity both to and through the area of Dublin Port... To support public realm improvements in East Wall to enhance permeability and connectivity to the wider area.</i>	In general, the Proposed Scheme is confined to existing pavement, roads or planted areas. The Docklands SDZ fully supports creating good neighbourhoods and successful communities and promotes enhanced access to existing facilities in the wider community. Improvements to the public realm, public transport expansion, walking and cycling routes and integration of open space into green networks will provide opportunities to connect the community with locations of social, community and recreational activity in the wider locality. The SDZ prioritises continuity of a high quality walking experience by ensuring consistent standards in a generous public realm network.
Conservation Areas – George's Quay, Custom House Quay, City Quay, North Wall Quay, Sir John Rogerson's Quay and Britain Quay	<i>'Conservation Areas are recognised as areas that have conservation merit and importance and warrant protection through zoning and policy application. To protect the special interest and character of all Dublin's Conservation Areas – identified under Z8, Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps. Development within or affecting a Conservation Area must contribute positively to its character and distinctiveness and take opportunities to protect and</i>	Along the Proposed Scheme all archaeological and cultural heritage issues will be resolved by mitigation during the pre-construction phase or construction phase, in advance of the operational phase. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas, and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance

Map Based Objective	Description	Proposed Scheme Response
	<i>enhance the character and appearance of the area and its setting,</i>	the public realm and landscape design, where possible.
Zone of Archaeological Interest – George’s Quay, Custom House Quay, City Quay, North Wall Quay, Sir John Rogerson’s Quay and Britain Quay	<i>‘Zones of Archaeological Interest in urban areas can provide challenges to development and regeneration as well as providing opportunities for understanding our past. Development proposals for sites in the archaeological zone should be subject to pre-planning discussion and applications accompanied by an archaeological assessment’.</i>	Along the Proposed Scheme all archaeological and cultural heritage issues will be resolved by mitigation during the pre-construction phase or construction phase, in advance of the operational phase. The Proposed Scheme was informed by relevant legislation, guidelines, policy, and advice notes.
Road Schemes and Bridges Bridge from North Wall Quay at Point Depot (Point Bridge) and the widening of Tom Clarke Bridge, improve pedestrian and cycling facilities at the crossing point as well as accommodating additional public transport routes in conjunction with the Dodder Bridge and the Pedestrian/cycle bridge crossing the Liffey between the Samuel Beckett Bridge and the Tom Clarke Bridge	<i>‘The North Lotts and Grand Canal Dock (or NLGCD) Planning Scheme, adopted in 2014, sets out a holistic template for the sustainable development of this area (c. 22 ha) for a mix of commercial and residential uses. The Scheme also planned an integrated framework for new infrastructure such as bridges, parks and public spaces as well as the upgrading of the Campshires and animation of the river Liffey and canals.’</i>	The Proposed Scheme does not include the construction of the Bridge from North Wall Quay at Point Depot or the pedestrian/cycle bridge crossing the Liffey. However, the Proposed Scheme will not impact on the ability for such development to occur during the plan period.
Protected Structures	<i>‘To protect the structures of special interest which are included on the Record of Protected Structures’.</i>	A number of protected structures will be impacted by the construction of the Proposed Scheme within this section. However, following mitigation there will be no significant residual impacts. Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.

4.2.1.2 Local Area Plans / Masterplans

4.2.1.2.1 George’s Quay LAP 2012

As noted further above, the George’s Quay LAP is no longer operational but has been included here to show consistency with the aims and objectives of the LAP. A portion of this section of the Proposed Scheme (east side of Moss Street along City Quay to Lombard Street East) is within the George’s Quay LAP. At a strategic level, new LAPs have been developed around sustainability principles and promote active travel and public transport use. Table 4.3 lists a policy in relation to active travel.

Table 4.3: George’s Quay LAP Objectives (DCC 2012)

Section	Policy / Objective	Project Response
4.3	<i>To seek, as part of an overall integrated City Centre Transport Strategy, the completion of a series of cycle infrastructure improvements for the Georges Quay area. If some of the proposed improvements are not included in the City Centre Transport Strategy, the Council will examine other options for the provision of other cycling improvements to the streets to achieve the same level of improvement in safety and movement and seek their delivery during the lifetime of the LAP. The Council proposes that the following cycle improvements are examined and where feasible included in the Strategy including; b. A two-way cycle lane to City Quay developed in tandem with the Liffey Campshire improvements and with potential to integrate to existing or proposed cycle lanes to Burgh Quay/George’s Quay....</i>	The Proposed Scheme from Memorial Bridge to City Quay will deliver Part b of this objective – two-way cycle track on the eastern side of Memorial Bridge.

4.2.1.2.2 North Lotts and Grand Canal Dock SDZ

A portion of this section of the Proposed Scheme (east of Britain Quay over the River Dodder to the west of York Road) is within the North Lotts and Grand Canal Dock SDZ. Table 4.4 lists the objectives in relation to active travel.

Table 4.4: North Lotts and Grand Canal Dock SDZ

Section	Policy / Objective	Project Response
4.4	The vision is one of an environment that is pleasant, accessible and easy to move around on foot and by bicycle and where movement to, from and within the area is predominantly by sustainable means. The achievement of this vision will require stitching the gaps in existing infrastructure, providing improved connections, pro-actively managing private car access and parking and the pro-active promotion of sustainable smarter travel.	The Proposed Scheme aligns with the vision for the North Lotts and Grand Canal Dock SDZ as it will provide the transport infrastructure to improve connections whilst shifting the use of the private car to public transport promoting sustainable smarter travel. The Proposed Scheme will develop pedestrian and cycling connections within the SDZ area through improved cycle lanes and upgraded pathways. The Proposed Scheme will be developed to create an environment that is pleasant, accessible and easy to move around on foot, by bicycle and by public transport.

4.2.1.3 Planning History

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

4.2.1.4 Proposed Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the DCDP 2022 (DCC 2022), as set out above and in Appendix 1 (Local Policy). The Proposed Scheme is largely within the existing public road / pavement area, and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain. Where larger portions of lands are required to facilitate, for example Construction Compounds, these will be primarily temporary in nature and will revert back to their original use.

4.3 River Dodder Public Transport Bridge (DPTOB)

4.3.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP 2022 (DCC 2022). For a detailed description of the zonings, refer to Table 1.2 in Appendix 1 (Local Policy).

Construction Compound R4 for the Proposed Scheme will be located within the DCC area on lands zoned within the 2022-2028 DCDP (DCC 2022), as follows:

- Z9 Amenity/Open Space Lands/Green Network;
- Z11 Waterways Protection; and
- Z14 Strategic Development and Regeneration Areas (SDRAs).

The application boundary that incorporates the Proposed Scheme works includes lands within the following zoning objectives outlined in Table 4.4.

Table 4.4: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zone	Objective
DCC	Z9 – Amenity / Open Space Lands / Green Network	<i>To preserve, provide and improve recreational amenity, open space and ecosystem services.</i>
	Z11- Waterways Protection	<i>To protect and improve canal, coastal and river amenities.</i>

Planning Authority	Zone	Objective
	Z14 – Strategic Development and Regenerations Areas (SDRAs)	To seek the social economic and physical development and / or regeneration of an area with mixed use of which residential) would be a predominant use.

As noted above, the areas required for Construction Compound R4 will be for a temporary period. Reinstatement works will be carried out following construction. The site of the proposed Construction Compound currently have no development. The Proposed Scheme will not prevent any long-term zoning objective for the land from being achieved.

As set out under Table 4.4, in general, the Proposed Scheme is generally within existing pavement and road areas.

4.3.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the DCDP (DCC 2022). These are set out in Table 4.6..

Table 4.6: Map Based Objectives

Map Based Objective	Description	Scheme Response
DCC		
Strategic Development and Regeneration Areas (SDRA) 6 – Docklands and Docklands SDZ	The designation of the Docklands, including the Docklands SDZ, as a strategic development and regeneration area (SDRA) can. <i>‘make a valuable contribution to the future physical and social regeneration of this part of the city, consolidating the area as a vibrant economic, residential, cultural and amenity quarter of the city, whilst simultaneously nurturing sustainable well-integrated neighbourhoods and communities...Facilitate the delivery of the sustainable transport initiatives identified, including new pedestrian and cycle bridges at specified locations...To facilitate delivery of cycle routes identified in the NTA GDA Cycle Strategy...To improve sustainable transport connectivity both to and through the area of Dublin Port... To support public realm improvements in East Wall to enhance permeability and connectivity to the wider area.</i>	The Proposed Scheme aims to create attractive, consistent, functional, and accessible places for people alongside the core bus and cycle facilities. The Docklands SDZ proposes new street links and bridges as part of the emerging strategic network through objectives MV3 <i>‘To provide additional cycle and pedestrian bridges across the canals and rivers in the SDZ to form part of strategic cycling and walking routes’</i> . The SDZ aims to improve connectivity within the SDZ area, by making a safe and efficient public realm which caters for walking, cycling, public transport and the car. Connectivity is also increased across and along the water bodies.
Road Schemes and Bridges - Dodder Public Transport Bridge, Linked with BusConnects 16 proposals.	<i>New bridge infrastructure will also facilitate the continued development of the city such as the Dodder Public Transport Bridge, which is linked to development of the Poolbeg West Strategic Development Zone (SDZ) and pedestrian/cycle bridges, which will improve connectivity between the north and south docklands areas</i>	The Proposed Scheme will facilitate this objective as it will provide enhanced access between the west and east docklands areas. In particular, the proposed bridge over the River Dodder will enable the local population of Ringsend and Irishtown to increase connectivity with the city centre.
Zone of Archaeological Interest – Britain Quay, Thorncastle Street, Sir John Rogersons’ Quay	Zones of Archaeological Interest contribute to the character and heritage of the city, providing opportunities for understanding our past. <i>It is essential that new development in these historic and distinct areas respects the existing character, safeguards the historic setting of the streets and spaces and addresses built heritage and archaeology. All applications for proposed new developments at sites marked as Sites and/or Zones of Archaeological Interest identified on the development plan zoning maps shall be subject to pre application discussion/ consultation with the Archaeology Office’</i>	Along the Proposed Scheme all archaeological and cultural heritage issues will be resolved by mitigation during the pre-construction phase or construction phase, in advance of the operational phase. The Proposed Scheme was informed by relevant legislation, guidelines, policy, and advice notes.

Map Based Objective	Description	Scheme Response
Conservation Areas – Britain Quay	<i>‘Conservation Areas are recognised as areas that have conservation merit and importance and warrant protection through zoning and policy application. To protect the special interest and character of all Dublin’s Conservation Areas – identified under Z8, Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps. Development within or affecting a Conservation Area must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and its setting</i>	Significant negative indirect impacts are anticipated on the Liffey Quays Conservation Area, Royal Canal Conservation Area and the Dodder Valley and Grand Canal Conservation Areas where the construction works will have an adverse visual impact during the Construction Phase. The extent, scale and nature of the construction work will have a high impact on the Conservation Areas though it is anticipated that this will be for the duration of the construction works only. The predicted Construction Phase impact is Negative, Significant and Short-term.

4.3.1.2 LAPs / Masterplans

4.3.1.2.1 North Lotts and Grand Canal Dock SDZ

A portion of this section of the Proposed Scheme (east of Britain Quay over the River Dodder to the west of York Road) is within the North Lotts and Grand Canal Dock SDZ. Refer to Section 4.2.1.2.2. Table 4.7 also lists an objective in relation to the DPTOB.

Table 4.7: North Lotts and Grand Canal Dock SDZ

Section	Policy / Objective	Project Response
4.4.4.3	<i>‘There is potential to connect the Grand Canal Dock area back to the city centre through additional bus services/ routes including a dedicated Quality Bus Corridor. Furthermore, such enhancements would allow for supplementary transport measures on an interim basis in the form of shuttle buses provided by employers to meet staff travel needs. See Fig 14.’</i>	The Proposed Scheme will provide passive bus priority along the south quays through the provision of the River Dodder Public Transport Opening Bridge (DPTOB) as shown in Figure 14 of the the North Lotts & Grand Canal Dock Planning Scheme.

4.3.1.3 Planning History

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

4.3.1.4 Proposed Scheme Response

This section of the Proposed Scheme is located within existing public road/pavement are and also across the River Dodder. In general, only small portions of those zoning objectives listed above are necessary to facilitate the Proposed Scheme. The proposed River Dodder Public Transport Bridge will be developed to facilitate the Proposed Scheme. The main use associated with the zoning objectives identified will remain. Where larger portions of lands are required to facilitate, for example a Construction Compound, this use will be temporary and the original use of the lands will revert back.

4.4 Tom Clarke East Link Bridge to Sean Moore Road

4.4.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP (DCC 2022). For a detailed description of the zonings, refer to Table 1.2 in Appendix 1 (Local Policy).

There are no proposed Construction Compounds within this section of the Proposed Scheme.

The application boundary that incorporates the Proposed Scheme works includes lands within the following zoning objectives outlined in Table 4.8.

Table 4.8: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zone	Objective
DCC	Z1 – Sustainable Residential Neighbourhoods	To protect, provide and improve residential amenities.
	Zone Z2 – Residential Neighbourhoods (Conservation Areas)	To protect and/or improve the amenities of residential conservation areas
	Z9 – Amenity / Open Space Lands / Green Network	To preserve, provide and improve recreational amenity, open space and ecosystem services.
	Z15 – Community and Social Infrastructure	To protect and provide for community uses and social infrastructure.

As set out under Table 4.8, in general, the Proposed Scheme is generally within existing pavement and road areas.

4.4.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the DCDP 2022 (DCC 2022). These are set out in Table 4.9.

Table 4.9: Map Based Objectives

Map Based Objective	Description	Scheme Response
DCC		
Road Schemes and Bridges SMT027Sean Moore Road	<i>It is an objective of the City Council to initiate and/or implement the following street/road schemes and bridges within the six year period of the development plan, subject to the availability of funding and environmental requirements and compliance with the 'Principles of Road Development' set out in the NTA Transport Strategy.</i> Roads and Streets (Inter Alia): <ul style="list-style-type: none"> Sean Moore Road 	The Proposed Scheme does not include the implementation of the Sean Moore Road Scheme in its design, however, the Proposed Scheme will not impact on the ability for this road scheme to be brought forward.
Zone of Archaeological Interest	<i>'Zones of Archaeological Interest contribute to the character and heritage of the city, providing opportunities for understanding our past. It is essential that new development in these historic and distinct areas respects the existing character, safeguards the historic setting of the streets and spaces and addresses built heritage and archaeology. All applications for proposed new developments at sites marked as Sites and/or Zones of Archaeological Interest identified on the development plan zoning maps shall be subject to pre application discussion/consultation with the Archaeology Office'</i>	Along the Proposed Scheme all archaeological and cultural heritage issues will be resolved by mitigation during the pre-construction phase or construction phase, in advance of the operational phase. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas, and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.
Protected Structures	<i>'To protect the structures of special interest which are included on the Record of Protected Structures'.</i>	A number of protected structures will be impacted by the construction of the Proposed Scheme within this section. However, following mitigation there will be no significant residual impacts to such Protected Structures. Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.

4.4.1.2 LAPs / Masterplans

4.4.1.2.1 Ringsend Irishtown Local Environmental Improvement Plan (LEIP) 2017

A portion of this section of the Proposed Scheme (York Road along to Pigeon House Quay, down to Sean Moore Road) is within the Ringsend Irishtown LEIP.

The non statutory LEIP intends to promote the enhancement of the Ringsend and Irishtown urban realm. The LEIP provides guidance outlining the potential of the area and how this could be potentially realised to enhance the physical environment, and to improve socio-cultural aspects of the community.

Table 4.5: Ringsend Irishtown LEIP

Section	Policy / Objective	Project Response
1.2	<i>Create opportunities for walking / cycling routes along the currently inaccessible sections of the Dodder. Enhance the links to the Docks and the Liffey.</i>	The Proposed Scheme will facilitate this objective as it will provide enhanced access to active travel. In particular, the new connection over the River Dodder enabling the local population of Ringsend and Irishtown to connect to Grand Canal Square.

4.4.1.3 Planning History

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

4.4.1.4 Proposed Scheme Response

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

5. EIAR Structure and Summary of Assessment

5.1 EIAR Structure and Summary of Assessment

The EIAR includes four volumes and is structured, as set out in Table 5.1.

Table 5.1: EIAR Structure and Summary of Assessment

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Volume 1: Non-Technical Summary		
Non-Technical Summary (NTS)	Summary of the EIAR in non-technical language.	N/A
Volume 2: Main Report		
Chapter 1 - Introduction	The Introduction Chapter summarises the procedure for the submission of an application for the Proposed Scheme, describes the methodology used to prepare this EIAR and outlines the consultation activities that have been carried out to date.	N/A
Chapter 2 - Need for the Proposed Scheme	The Project Need Chapter outlines the need for the Proposed Scheme in terms of the supporting statutory basis and its evolution.	N/A
Chapter 3 – Consideration	The Consideration of Reasonable Alternatives Chapter describes the process undertaken in	N/A

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
of Reasonable Alternatives	considering reasonable alternatives and the main reasons for the selection of the Proposed Scheme.	
Chapter 4 – Proposed Scheme Description	The Proposed Scheme Description Chapter describes in detail the scheme infrastructure, elements, and route.	N/A
Chapter 5 - Construction	The Construction Chapter describes the construction activities associated with the Proposed Scheme.	<p>A Construction Environmental Management Plan (CEMP) has been prepared which describes the overall environmental management strategy that will be implemented during the Construction Phase of the Proposed Scheme. The CEMP includes the mitigation measures which will be implemented to provide environmental protection during the Construction Phase of the Proposed Scheme.</p> <p>A Construction Traffic Management Plan has been prepared, to demonstrate how the interface between the public and construction-related traffic will be managed and how vehicular movement will be controlled.</p>
Chapter 6 – Traffic & Transport	The Traffic & Transport Chapter considered the potential traffic & transport impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The assessment concludes that the impact during the Construction Phase will be Negative, Moderate, and Temporary in nature, and with the application of the proposed mitigation measures, the impact on traffic and transport will not be significant.</p> <p>The Proposed Scheme will deliver positive impacts to the quality of pedestrian, cycling and bus infrastructure during the Operational Phase, improving people movement in line with the scheme objectives. These improvements will help to provide an attractive alternatives to the private car and promote changes from the use of private cars to walking, cycling and public transport, allowing for greater capacity along the corridor to facilitate the sustainable movement of people as population and employment levels grow in the future. The scheme design has been developed with cognisance of the relevant accessibility guidance and universal design principles so as to provide access for all users.</p> <p>The assessment demonstrates that there will be no significant deterioration in the general traffic environment in the study area as a consequence of meeting the scheme objectives of providing enhanced sustainable mode priority along the direct study area.</p> <p>Given that the Proposed Scheme results in a positive impact for walking, cycling, bus and people movement, mitigation and monitoring measures have not been considered beyond those already incorporated as part of the Proposed Scheme.</p> <p>The impacts to general traffic and parking / loading, including mitigation measures are incorporated into the Proposed Scheme and no further mitigation measures are considered to be required.</p>
Chapter 7 - Air Quality	The Air Quality Chapter considered the potential air quality impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The impacts assessed for the Construction Phase include dust emissions from activities such as site clearance, demolition, utility diversions, road and junction construction works, and landscaping. Appropriate mitigation measures to ensure that construction dust nuisance is minimised will be implemented for the duration of the Construction Phase.</p> <p>Air quality impacts associated with the Construction Phase traffic and changes in traffic flows have also been assessed. The</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>assessment concluded that Construction Phase traffic emissions will be neutral overall in the study area, with some slight adverse and moderate adverse impacts locally. The assessment identifies a generally Neutral, and short-term impact on air quality as a result of Construction Phase of the Proposed Scheme.</p> <p>No mitigation measures are required during the Operational Phase as the assessment identified that the majority of modelled receptors are predicted to experience negligible impacts on air quality in the vicinity of the Proposed Scheme, which is therefore neutral overall in the study area. The assessment concludes that the overall impact on air quality along the Proposed Scheme during the Operational Phase is Neutral and Long-term.</p>
Chapter 8 - Climate	The Climate Chapter considered the potential climate impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>Following the application of mitigation measures, it is expected that there will be a Negative, Minor Adverse and Short-term residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>Overall, when the carbon emissions associated with the maintenance phase and the Operational Phase are combined, the net greenhouse gas emissions will be Negligible and Permanent. Thus, the residual Operational Phase traffic impact as a result of the Proposed Scheme will be Negligible and Permanent.</p> <p>By creating a resilient, accessible public transport network, BusConnects will provide an attractive alternative to private car travel, encouraging more passenger travel by more sustainable modes. As a result, a greater share of the demand will be by sustainable modes (i.e., public transport, walking and cycling).</p>
Chapter 9 – Noise & Vibration	The Noise & Vibration Chapter considers the potential noise and vibration impacts associated with the Construction and Operational Phases of Proposed Scheme.	<p>Following the application of mitigation measures, it is expected that there will be no significant residual noise or vibration impacts during day-time hours, as a result of the Construction Phase of the Proposed Scheme. During night-time hours however there are expected to be significant adverse noise impacts associated with various construction activities required to construct the DPTOB, although these are anticipated to be of temporary duration.</p> <p>The results of the noise assessment for the opening year (2028) and the design year (2043) Operational Phase have determined that long-term changes in traffic noise levels will be Positive, Imperceptible to Slight along the Proposed Scheme. Along the surrounding road network, changes in traffic noise levels will occur as a result of traffic redistribution off the Proposed Scheme in the short, medium, and long-term, resulting in a residual impact of Positive, Imperceptible to Slight as well as Negative and Moderate. Thus, there are no significant residual Operational Phase noise or vibration impacts associated with the Proposed Scheme.</p>
Chapter 10 - Population	The Population Chapter considered the potential population impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The assessment of land take impacts during the Construction Phase of the Proposed Scheme concluded that there will be no significant negative residual impacts on any community areas as a result of the construction of the Proposed Scheme.</p> <p>During the Operational Phase, the assessment of land take impacts identified no significant negative residual impacts as a result of the Proposed Scheme. In respect to accessibility, the assessment concluded that in the community areas of Seville Place – North Wall, City Quay and Ringsend, cyclists are likely to experience a Positive, Moderate and Long-term residual impact on</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>accessibility, while bus users are considered to be assigned a residual impact of Positive, Imperceptible to Profound and Long-term.</p>
<p>Chapter 11 – Human Health</p>	<p>The Human Health Chapter considered the potential human health impacts associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>Temporarily increased traffic congestion because of traffic management measures and diversions during construction will likely cause frustration and annoyance particularly for commuters and people travelling to appointments. Construction noise and vibration, as well as dust may cause annoyance for some nearby residents and workers. The temporary to short-term nature of these impacts means that no lasting impact on health is likely.</p> <p>The Proposed Scheme will create opportunities for building in regular physical activity into daily life through the improved pedestrian and cycling facilities, as well as through walking to and from bus stops. It is predicted that this will result in positive health outcomes as some people will change their travel behaviour and benefit from increased regular physical activity as a result.</p> <p>With mitigation in place, people living near some of the proposed new bus stops may experience a new noise source. A small proportion of residents may experience an increase in traffic noise from redirected traffic along some side streets. However, for most people, there will be no perceptible change in environmental noise from the Proposed Scheme.</p>
<p>Chapter 12 - Biodiversity</p>	<p>The Biodiversity Chapter considered the potential biodiversity impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>The assessment concluded that with the application of the proposed mitigation measures, the impact on biodiversity during construction will not be significant beyond the local level with the exception of habitat loss associated with the area of reclaimed land that is required for the DPTOB, where this will have a likely significant effect. However, as the habitat loss is a negligible percentage of the total national area of this habitat and due to the fact that the national range of the habitat will not be reduced by this minor loss of area, the national conservation status of this habitat type will not be altered by this minor loss of area (habitat). Nonetheless, it is recognised that there will be a small loss of an Annex I habitat type and this is considered to be significant at the county geographic scale.</p> <p>The assessment concluded that with the application of the proposed mitigation measures, the impact on biodiversity during the Operational Phase will be not significant beyond the local level however the habit loss during the Construction Phase remains a permanent impact.</p>
<p>Chapter 13 - Water</p>	<p>The Water Chapter considered the potential water impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>Following the implementation of the mitigation measures, no significant impacts are anticipated on any water body as result of the Construction Phase of the Proposed Scheme.</p> <p>The impacts assessed during the Operational Phase include the potential surface water impacts associated with areas of impermeability and traffic displacement. During the Operational Phase, the design of the Proposed Scheme will ensure that there will be no net increase in surface water runoff rates to any of the connected waterbodies, using a combination of sustainable drainage systems in the form of permeable paving and oversized pipes / attenuation tanks.</p> <p>In the Operational Phase, the infrastructure will be maintained by the Local Authorities, and will be subject to their management</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>procedure. No additional mitigation is required, and no impacts are anticipated on any water body as result of the Operational Phase of the Proposed Scheme.</p>
<p>Chapter 14 – Land, Soils, Geology & Hydrology</p>	<p>The Land, Soils, Geology & Hydrology Chapter considered the potential land, soils, geology & hydrology impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>Appropriate mitigation measures will be implemented to avoid or reduce negative impacts on land, soils, geology, and hydrogeology during the Construction Phase. It is expected that there will be no residual significant construction impacts on land, soils, geology, and hydrogeology.</p> <p>In the Operational Phase the infrastructure will be maintained by the local authority and will be subject to their management procedures to ensure that the correct measures are taken in the event of any accidental spillages, and this will reduce the potential for any impact.</p> <p>It is predicted that there will be no residual significant operational impacts on land, soils, geology, and hydrogeology.</p>
<p>Chapter 15 – Archaeological & Cultural Heritage</p>	<p>The Archaeological & Cultural Heritage Chapter considered the potential archaeological & cultural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>The mitigation measures proposed to avoid or reduce negative impacts on archaeological and cultural heritage during the Construction Phase include the provision for and funding of the necessary archaeological monitoring, inspection and excavation works that will be required prior to and during construction.</p> <p>There will be no Operational Phase impacts as a result of the Proposed Scheme and no mitigation is required.</p> <p>With the implementation of the proposed mitigation measures, it is expected that there will be no residual impacts on archaeological and cultural heritage.</p>
<p>Chapter 16 – Architectural Heritage</p>	<p>The Architectural Heritage Chapter considered the potential architectural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>With the implementation of proposed mitigation measures, it is expected that there would be no significant negative direct residual impacts on architectural heritage, however there is expected to be significant negative indirect residual impacts on the Liffey Quays Conservation Area, the Royal Canal Conservation Area and the Dodder Valley and Grand Canal Conservation Areas where construction activities will have an significant adverse visual impact on these designations during the Construction Phase.</p>
<p>Chapter 17 – Landscape (Townscape) & Visual</p>	<p>The Landscape (Townscape) & Visual Chapter considered the potential landscape (townscape) & visual impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>While mitigation for the Construction Phase is focused on protecting any landscape features that are to be kept and providing as much visual screening from construction works as possible, it will not be possible or practical to mitigate against impacts on landscape (townscape) and visual characteristics resulting from the removal of mature trees to facilitate construction or relocation or construction of bridges.</p> <p>With the implementation of the proposed mitigation measures, it is expected that there will remain to be Negative, Moderate to Very Significant, and Short-term residual impacts on townscape as a result of the construction of the Proposed Scheme. Negative, Moderate / Significant and Temporary / Short-term residual impacts are anticipated along the Talbot Memorial Bridge to Tom Clarke East Link Bridge section of the Proposed Scheme, while the townscape of the area along the section of the Proposed Scheme between Tom Clarke East Link Bridge and Sean Moore Road is anticipated to have a Negative, Moderate and Temporary / Short-term residual impact. A Negative, Very Significant and Temporary / Short-term residual impact is also expected on</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>townscape in the area of the confluence of the River Liffey and River Dodder given the scale of construction activities required to construct the DPTOB.</p> <p>Alterations in the road corridor and changes in traffic, pedestrian and cycle movements will be features of the Proposed Scheme. Changes in road corridors, including in traffic signalisation, signage, and in carriageway allocation and traffic movements are a common and regular aspect of active road and traffic management in urban roads and streets. Therefore, such aspects may be considered as a dynamic part of the receiving streetscape environment. It is expected that there will be residual significant long-term impacts on the townscape of Section 1 (Talbot Memorial Bridge to Tom Clarke East Link Bridge) and Section 2 (DPTOB) of the Proposed Scheme, reporting Neutral, Slight / Moderate and Long-term and Neutral, Significant and Long-term residual impacts respectively. There will be locally significant, negative, long-term residual impacts on the Conservation Areas, protected structures, amenity designations along the campshires and the open space at York Road / Tom Clarke East Link Bridge, and properties fronting onto the Proposed Scheme.</p> <p>In the Operational Phase, residual impacts will remain along the majority of sections comprising the Proposed Scheme, with the exception of Section 3 between the Tom Clarke East Link Bridge and Sean Moore Road. However, the Proposed Scheme will also provide for a significantly enhanced level of service for public transport and for pedestrian / cycle connectivity. Likewise, the Proposed Scheme provides for improvements in the urban realm, which will provide positive long-term effects for the townscape and visual character along the route of the Proposed Scheme, particularly the campshires and the DPTOB.</p>
<p>Chapter 18 – Waste & Resources</p>	<p>The Waste & Resources Chapter considered the potential waste & resources impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>A range of mitigation measures will be implemented to avoid or reduce negative impacts on waste and resources during the Construction Phase, including minimising waste disposal. Opportunities for reuse of materials, by-products and wastes will be sought throughout the Construction Phase of the Proposed Scheme. This will be managed through the Construction Phase by the appointed contractor through the implementation of a Construction and Demolition Resource and Waste Management Plan.</p> <p>Approximately 180 tonnes of demolition waste will be generated as a result of the Proposed Scheme is equivalent to 0.002% of the C&D waste management baseline in the Eastern-Midlands Waste Region (EMWR). The predicted impact of Demolition Waste during the Construction Phase, is Adverse, Not Significant, and Short-term. The total forecast of surplus excavation material from the Proposed Scheme will be approximately 18,000 tonnes and is equivalent to 0.18% of the C&D waste management baseline for the EMWR. There is potential for incorporating reused aggregates in the Proposed Scheme, and this will be done where practicable. In addition, where possible the remaining material will be reused. The predicted impact of excavation waste during the Construction Phase is Adverse, Slight, and Short-term. With the implementation of the proposed mitigation measures, it is expected that there will be no residual significant impacts on waste and resources.</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Chapter 19 – Material Assets	The Material Assets Chapter considered the potential material assets impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>With the implementation of the proposed mitigation measures there will be no significant residual impacts on material assets as a result of the Proposed Scheme.</p> <p>There will be no significant Operational Phase impacts on utility infrastructure. Due to the measures included in the design of the Proposed Scheme and the fact that there are minimal impacts predicted during the Operational Phase, no specific mitigation measures are required.</p>
Chapter 20 – Risk of Major Accidents and / or Disasters	The Risk of Major Accidents and / or Disasters Chapter assesses the potential significant adverse impacts on the environment during the Construction and Operational Phases of the Proposed Scheme.	<p>The Proposed Scheme complies with relevant design standards, which include measures to reduce the likelihood of risk events occurring.</p> <p>Appropriate mitigation measures will be implemented during the Construction Phase. Once these mitigation measures are applied, there are no remaining identified incidents or major accidents and / or disasters risk events that present a level of risk that would lead to significant impacts or environmental effects.</p> <p>No significant risks were identified as likely to occur during the Operational Phase.</p>
Chapter 21 – Cumulative Impacts & Environmental Interactions	The Cumulative Impacts & Environmental Interactions Chapter considers the potential cumulative impacts on the environment of the Proposed Scheme with other developments.	<p>No likely significant cumulative effects relating to traffic and transport are predicted, over and above the effects of the Proposed Scheme assessed in isolation.</p> <p>Dust mitigation at the Construction Phase for the Proposed Scheme, with similar measures in place for other projects, will mean that overall cumulative effects of construction dust will not be significant.</p> <p>For the Landscape (Townscape) and Visual Assessment, local scale negative, moderate and temporary / short-term impacts are reported as a result of combinations of developments with the Proposed Scheme that may impact on the visual amenity of nearby receptors should construction periods overlap or be successive. The protection of retained landscape elements, such as mature trees, will help to reduce the significance of these localised impacts.</p> <p>Similarly, in regard to other proposed Major Projects, it is considered that such proposals and Proposed Scheme are complementary and could have cumulative beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment which can have positive effects on mental health, which is judged to be Positive and Significant in the Long-term on health</p> <p>Significant environmental interactions occur between the topics of population, human health, air quality, noise and vibration and traffic and transport. The assessments made for each of those topics consider those interactions both directly and indirectly. As an environmental factor, landscape and visual considerations have natural relationships with all other environmental factors. Some are direct relationships, e.g., population and visual impacts; biodiversity and landscape; land, soils and water and landscape; or the setting around features of cultural heritage etc. Others may be indirect, e.g., human health, air quality and landscape, material assets and landscape and visual aspects. Wherever possible</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		these potential interactions have been incorporated into the relevant assessments.
Chapter 22 – Summary of Mitigation	The Summary of Mitigation Chapter summarises the mitigation measures recommended for each of the environmental topics examined within the EIAR.	N/A
Chapter 23 – Summary of Significant Residual Impacts	The Summary of Significant Residual Impacts Chapter collates the predicted residual impacts on the environment as identified in this EIAR, stemming from the Proposed Scheme, during construction and operational phases.	N/A

5.1.1 Other Requirements

5.1.1.1 Water Framework Directive (WFD) Assessment

A Water Framework Directive (WFD) Compliance Assessment was carried out on the Proposed Scheme (refer to Appendix A13.1 in Volume 4 of the EIAR).

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

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

Environmental Objective	Proposed Scheme	Compliance with the WFD Directive
No changes affecting high status sites.	No waterbodies identified as high status.	Yes
No changes that will cause failure to meet surface water good ecological status or potential or result in a deterioration of surface water ecological status or potential.	After consideration as part of the detailed compliance assessment, the operation of the Scheme will not cause deterioration in the status of the water bodies nor will the construction phase if the mitigation measures detailed in Chapter 13 of the EIAR, the surface water management plan and the Construction Environmental Management Plan (CEMP) are implemented in full.	Yes
No changes which will permanently prevent or compromise the Environmental Objectives being met in other water bodies.	The Scheme options will not cause a permanent exclusion or compromise achieving the WFD objectives in any other bodies of water within the River Basin District.	Yes
No changes that will cause failure to meet good groundwater status or result in a deterioration groundwater status.	The Scheme options will not cause deterioration in the status of the of the groundwater bodies.	Yes

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

Article 4.8 states:

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

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

Article 4.9 of the WFD requires that '*Member States shall ensure that the application of the new provisions guarantees at least the same level of protection as the existing Community legislation*'.

Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (as amended) (hereafter referred to as the Habitats Directive) promotes the maintenance of biodiversity by requiring Member States to take measures to maintain or restore natural habitats and wild species listed on the Annexes to the Habitats Directive at a favourable conservation status, introducing robust protection for those habitats and species of European importance. There are European designated sites in the vicinity of the Proposed Scheme which have been assessed and are presented in the NIS. The NIS is a standalone document included in the planning application for the Proposed Scheme. It concludes that the Proposed Scheme will not lead to a deterioration in the features of any designated site. The Proposed Scheme is not considered to be a risk to designated habitats and therefore is compliant with the Habitats Directive.

Council Directive 91/676/EEC concerning the protection of waters against pollution caused by nitrates from agricultural sources (hereafter referred to as the Nitrates Directive) aims to protect water quality by preventing nitrates from agricultural sources polluting ground and surface waters and by promoting the use of good farming practices. The Proposed Scheme will not influence or moderate agricultural land use or land management.

Directive 2006/7/EC Of the European Parliament and of the Council of 15 February 2006 concerning the management of bathing water quality and repealing Directive 76/160/EEC (hereafter referred to as the revised BWD) was adopted in 2006, updating the microbiological and physico-chemical standards set by the original Council Directive of 8 December 1975 concerning the Quality of Bathing Water (76/160/EEC) and the process used to measure / monitor water quality at identified bathing waters (hereafter referred to as the BWD). The revised BWD focuses on fewer microbiological indicators, whilst setting higher standards, compared to those of the BWD. Bathing waters under the revised BWD are classified as excellent, good, sufficient or poor according to the levels of certain types of bacteria (intestinal enterococci and Escherichia coli) in samples obtained during the bathing season (May to September). The Proposed Scheme will not impact any designated bathing waters as there are none <2km from the Proposed Scheme. It is therefore compliant with the revised BWD.

5.1.1.1.1 Conclusion

Considering all requirements for compliance with the WFD, the Proposed Scheme will not cause a deterioration in status in any water body and will not prevent any from achieving GES or GEP. There are no cumulative impacts with other schemes.

5.1.1.2 Flood Risk Assessment (FRA)

A FRA (refer to Appendix A13.2 in Volume 4 of the EIAR) has been carried out as part of the planning application for the Proposed Scheme.

The Proposed Scheme has been assessed for existing and future sources of flood risk. The primary source of flood risk identified for the corridor is from fluvial and coastal flooding from the adjacent River Liffey / Dublin Bay. Sections of the site have been identified to be within Flood Zone A. The Proposed Scheme is categorised as local transport infrastructure according to the The Department of the Environment, Heritage and Local Government (DEHLG) and the Office of Public Works (OPW) Planning System and Flood Risk Management Guidelines for Planning Authorities (hereafter referred to as the FRM Guidelines) (DEHLG and OPW 2009). The assessment undertaken as part of this FRA indicates that the Proposed Scheme will have negligible impact on flooding and the surface water drainage network within the catchment. Sustainable Drainage Systems (SUDS) will be provided where appropriate to manage runoff quantity and quality.

The Proposed Scheme comprises a reconfiguring of the existing surface layout within a relatively dense urban area. As per the Circular PL 2/2014 of Environmental, Community and Local Government (13.08.2014) appendix, minor proposals in areas of flood risk (such as the Proposed Scheme) are unlikely to raise significant flooding issues as long as they do not increase flood risk. The development will not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities and will be flood resilient in design. As per Circular PL 2/2014, the Proposed Scheme does not require a Justification Test. Thus, the Proposed Scheme is suitable for the associated flood risk as per the OPW Guidelines.

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

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

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

5.1.2 Consultation

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

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

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

Table 5.3: Prescribed Bodies and Interested Parties

Prescribed Bodies / Non-Statutory Consultees	
An Chomhairle Ealaíon (the Arts Council)	Health Service Executive (HSE)
An Taisce	The Heritage Council
DCC	IFI
Department of Environment, Climate and Communications	Irish Water (IW)
Department of Tourism, Culture, Arts, Gaeltacht, Sports and Media	Office of Public Works (OPW)
Department of Transport	TII
Fáilte Ireland	Waterways Ireland
Dublin Airport Authority (DAA)	

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

- Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage. Consultation meeting held 5 February 2020 to apprise the DAU of BusConnects and the envisaged approach with regard to EIA / AA;
- DAU - Department of Housing, Local Government and Heritage: Comments provided related to the assessment of the impacts of the Proposed Scheme on biodiversity, the completion of ecological surveys (such as trees, hedgerows, bats, birds etc.) alien invasive species, mitigation and monitoring measures and Construction Environmental Management Plans (CEMP);
- DCC comments in relation to the CBC Infrastructure Works related to the following: Transport, air quality, noise, built heritage, street lighting, utility infrastructure, surface water management / flood risk, landscaping, biodiversity, and integration with other transportation projects. Specifically, DCC

requested that the following requirements are addressed in the EIAR iterative process; alternatives, cumulative impacts, mitigation, and project splitting. In relation to the Proposed Scheme, DCC identified protected structures, Conservations Areas, historic pavings and gateways etc. which have the potential to be impacted due to the Proposed Scheme;

- Health Service Executive (HSE) comments related to the assessment of likely significant impacts on sensitive receptors, surface water, groundwater, air, noise, vibration, dust and on content of the CEMPS;
- Inland Fisheries Ireland's (IFI) submission identified each of the rivers to be crossed as part of the CBC Infrastructure Works and provided a brief summary of their importance. Additionally, IFI provided comments on the design, in-stream works and mitigation measures to be implemented;
- The Environmental Health Office of the HSE provided recommendations in relation to the management of potential pollutants and discharge entering surface waters, the design of suitable drainage systems and storage of fuels and chemicals; and
- Geological Survey Ireland (GSI) were consulted on 21 May 2021, to apprise GSI of BusConnects, and the proposed approach to the assessment of Land, Soils, Geology and Hydrogeology.

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

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

Since the initiation of the pre-application public consultation process in February 2019 there has been ongoing engagement with landowners, and / or anyone with an interest in potentially impacted properties or lands along the corridor of the Proposed Scheme, as design development has progressed.

During each round of public consultation, those landowners identified as being either potentially impacted or no longer potentially impacted were written to directly to receive information on the consultation in advance of any wider publication of the proposals. One-to-one meetings were offered on a face-to-face basis pre-COVID, and via videocall or over the phone since March 2020, for those who wished to discuss the proposals further in relation to their own property with the minutes being recorded as part of the consultation process.

Throughout the planning process any requests for meetings, phone conversations, or other requests for information have been accommodated, where possible. Many of the submissions received during consultations have been from potentially impacted landowners, and as with all other submissions, they have been considered in the design development.

Most recently between May and December 2021, five letters (registered) have been issued to properties to be the subject of the Proposed Scheme Compulsory Purchase Order (CPO) process, seeking to engage with them to ascertain ownership details (or to confirm ownership details based on Property Registration Authority – Registry of Deeds referencing research), or to ascertain any others with an interest in the property / lands. Follow-up conversations have been facilitated as a result of these letters, on request. In addition, a further attempt was made to contact those occupiers that had yet to make contact by visiting each property during October 2021. It should be noted that several state agencies have interests in the lands affected by the Proposed Scheme, including areas of sea-bed in the estuaries of the River Liffey and the River Dodder, for which notification letters were issued to the relevant bodies.

Over the course of the engagements, affected property owners have had the opportunity to discuss, among other things, the following aspects with the BusConnects Infrastructure team:

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

5.2 References

British Standards Institute (2012). BS8300:2018. Volume 1 Design of an accessible and inclusive built environment. External Environment- code of practice.

DCC (2012a) Georges Quay Local Area Plan 2012

DCC (2012b) Your City Your Space – Dublin City Centre Realm Strategy

DCC (2014) North Lotts and Grand Canal Dock Planning Scheme

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

DCC (2022). Dublin City Development Plan 2022 – 2028

DCC (2019a) Poolbeg West Planning Scheme Planning Document

DCC (2019b). Climate Change Action Plan 2019 – 2024

DCCAIE (2018). National Adaptation Framework

DCENR (2015). Energy White Paper; Ireland's Transition to a Low Carbon Energy Future 2015 - 2030

Department of Public Expenditure and Reform (2015). Building on Recovery: Infrastructure and Capital Investment Plan

DoT (2016). Statement of Strategy 2016 – 2019

DoT (2021). Draft Future Land Transport Investment Framework

DTTAS (2009a). National Cycling Policy Framework 2009 – 2020

DTTAS (2009b). Smarter Travel - A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020

DTTAS (2015). Our Transport Future – Strategic Investment Framework for Land Transport

Dublin Port Company (2018) Dublin Port Masterplan 2040 – Reviewed 2018

Dublin Port Company (2021) 3FM Project

EMRA (2019a). Regional Spatial Economic Strategy for the Eastern and Midlands Region 2019 - 2031

EMRA (2019b). Dublin Metropolitan Area Strategic Plan

EU (2014).

European Commission (2019). EU Green Deal

European Commission (2020). Smart and Sustainable Mobility Strategy

Government of Ireland (2021a). Project Ireland 2040 National Development Plan 2021 – 2030

Government of Ireland (2018a). Project Ireland 2040 National Development Plan 2018 – 2027

Government of Ireland (2018b). Project Ireland 2040 National Planning Framework

Government of Ireland (2019). Climate Action Plan 2019

Government of Ireland (2020). Programme for Government – Our Shared Future 2020

Government of Ireland (2021b) Climate Action Plan 2021

Government of Ireland (2023) Climate Action Plan 2023

Government of Ireland (2013). Design Manual for Urban Roads and Streets (DMURS).

Irish Wheelchair Association (IWA) (2020). Best Practice Guidelines, Designing Accessible Environments.

National Disability Authority (NDA) (2020). Building for Everyone: A Universal Design Approach.

National Disability Authority (NDA) (2015). How Walkable is Your Town?

National Disability Authority (NDA) (2012). Shared Space, Shared Surfaces and Home Zones from a Universal Design Approach for the Urban Environment in Ireland.

NTA (2013). Greater Dublin Area Cycle Network Plan

NTA (2015). Core Bus Network Report

NTA (2016). Transport Strategy for the Greater Dublin Area 2016 – 2035

NTA (2019). Integrated Implementation Plan 2019 – 2024

NTA (2019). Dublin Area Bus Network Redesign Revised Proposal (October 2019)

NTA (2022a). Transport Strategy for the Greater Dublin Area 2022-2042

NTA (2022b). Greater Dublin Area Cycle Network Plan

Regional Planning Guidelines Office (2010). Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022

RSA (2021). Road Safety Strategy 2021 – 2030

United Kingdom Department for Transport (UK DfT) (2005). Inclusive Mobility.

United Kingdom Department for Transport (UK DfT) (2007). Guidance on the use of tactile paving surfaces.

UN (2015).

Directives and Legislation

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

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

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

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

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

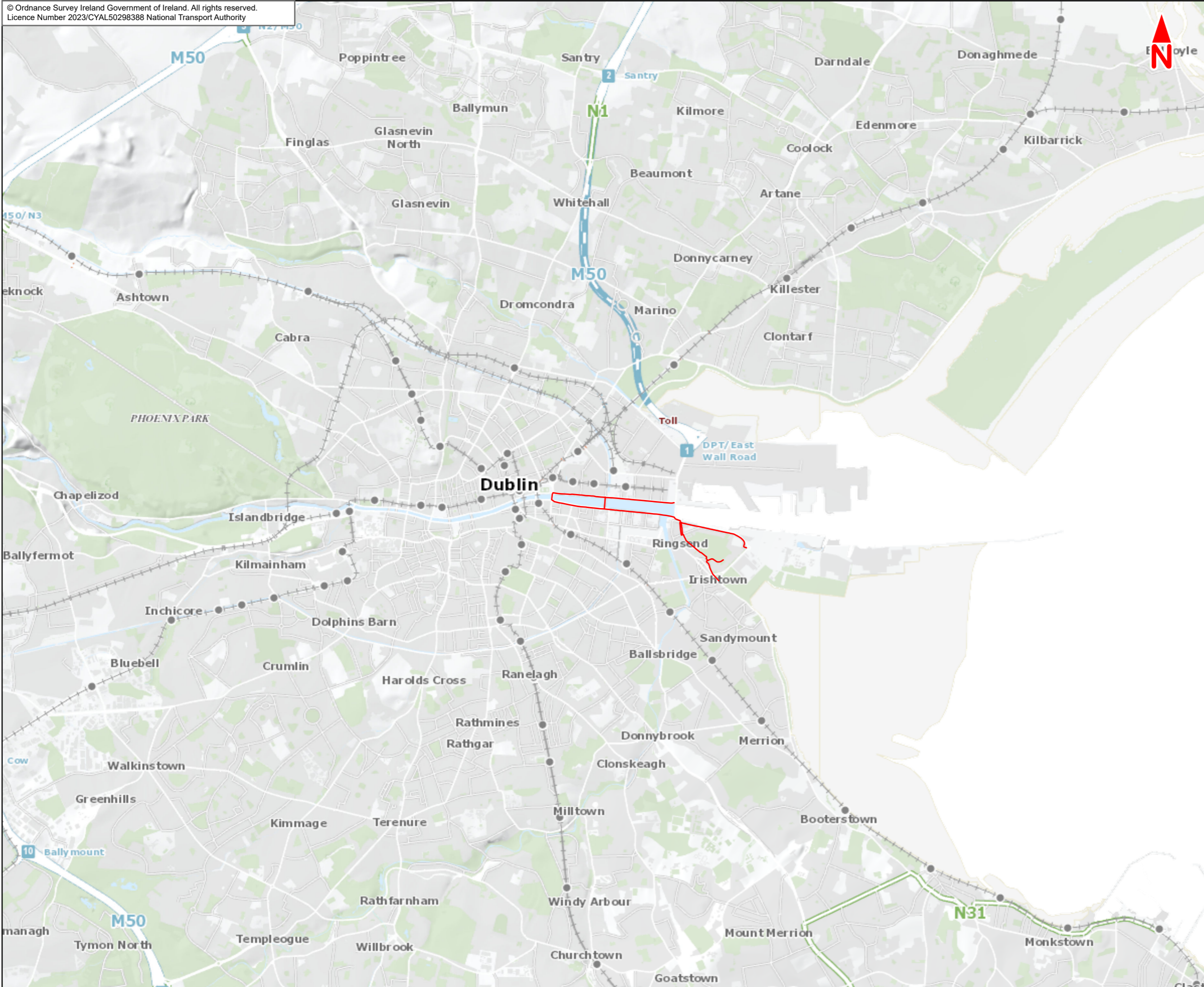
Number 15 of 2008 - Dublin Transport Authority Act, 2008 (as amended)

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

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

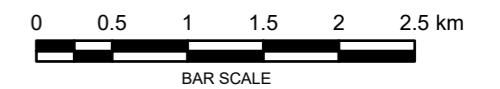
The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. In the top right, there are overlapping circles and a teardrop shape. In the bottom left, there are elongated rounded shapes and circles. On the right edge, there are circular elements that appear to be cut off by the page boundary. The overall style is modern and clean.

Planning Report Figures



Legend :
— Ringsend to City Centre Core Bus Corridor Scheme

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CCBY4.0) licence



Disclaimer
 a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
 b. This drawing is to be used for the design element identified in the titleblock. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
 c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish

Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.
 d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superseded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

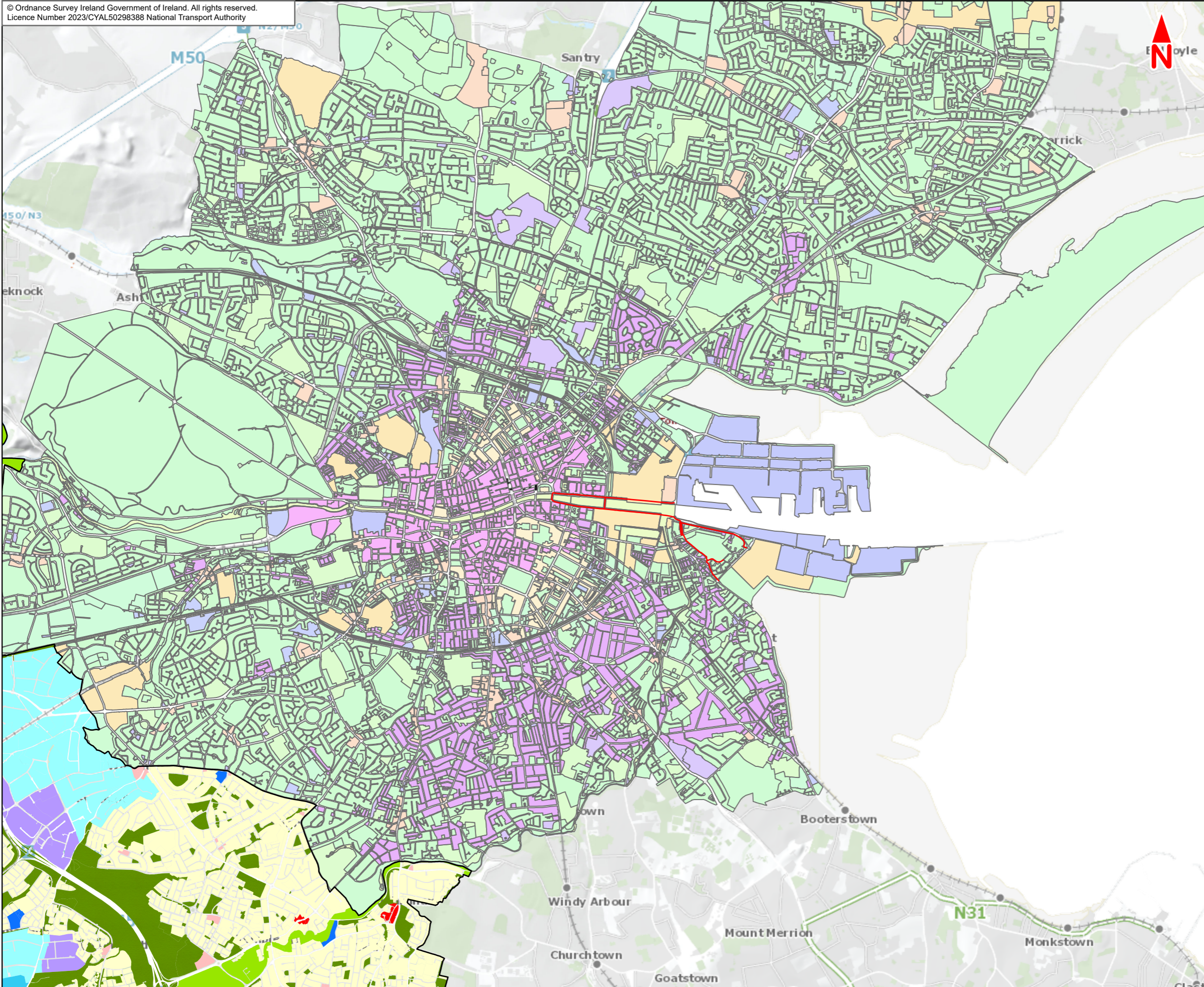
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



Rev	Date	Drn	Chk'd	App'd	Description
M01	Apr 2023	LF	RMcd	DK	ISSUE FOR PHASE 4 : PLANNING

Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 13/04/2023	Scale @ A3 1:50 000	Drawn LF	Checked RMcd	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Ringsend to City Centre Core Bus Corridor Scheme 1A Ringsend Scheme Extent				
Drawing File Name BCIDE-JAC-ENV_ZZ-0016_XX_00-DR-GG-0001	Sheet Number 1 of 1	Status A	Rev M01	



Legend :

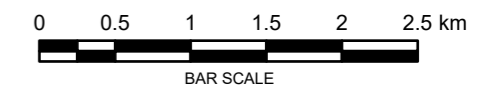
- Ringsend to City Centre Core Bus Corridor Scheme
- SDC Council Boundary

SDCC Land use Zonings

- Objective RES
- Objective REGEN
- Objective TC
- Objective DC
- Objective VC
- Objective LC
- Objective EE
- Objective OS
- Objective HA (LV, DV, DM)

DCC Land use Zonings

- Z1
- Z2
- Z3
- Z4
- Z5
- Z6
- Z7
- Z8
- Z9
- Z10
- Z11
- Z12
- Z14
- Z15



Disclaimer
a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the titleblock. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish

Transverse Mercator Grid (ITM) as defined by OSI active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



Rev	Date	Drn	Chk'd	App'd	Description
M01	Apr 2023	LF	RMcD	DK	ISSUE FOR PHASE 4 : PLANNING

Client
NTA
Udarás Náisiúnta Iompair
National Transport Authority

Consultant
JACOBS ARUP SYSTRA

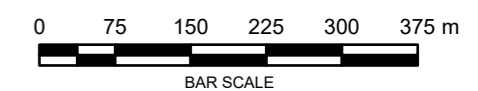
Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Ringsend to City Centre Core Bus Corridor Scheme 1B Ringsend Zoning Map				
Drawing File Name BCIDE-JAC-ENV_ZZ-0016_XX_00-DR-GG-0002	Sheet Number 1 of 1	Status A	Rev M02	

Date 13/04/2023	Scale @ A3 1:50 000	Drawn LF	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		



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

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CC BY 4.0) license.



Disclaimer

a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.

b. This drawing is to be used for the design element identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.

c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.

d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superseded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

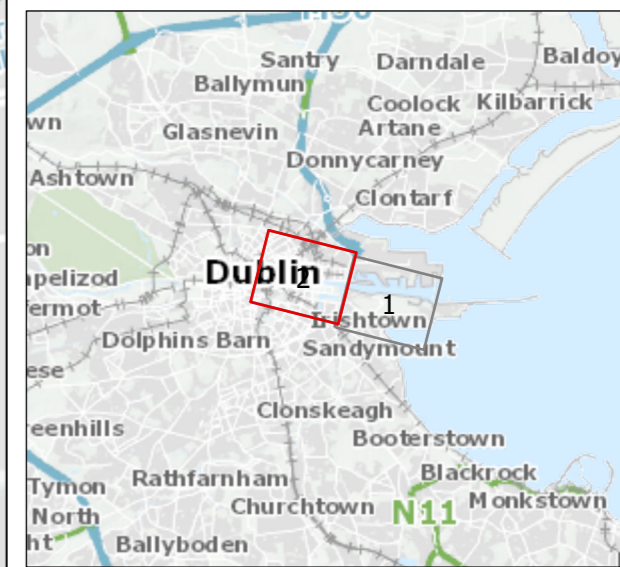
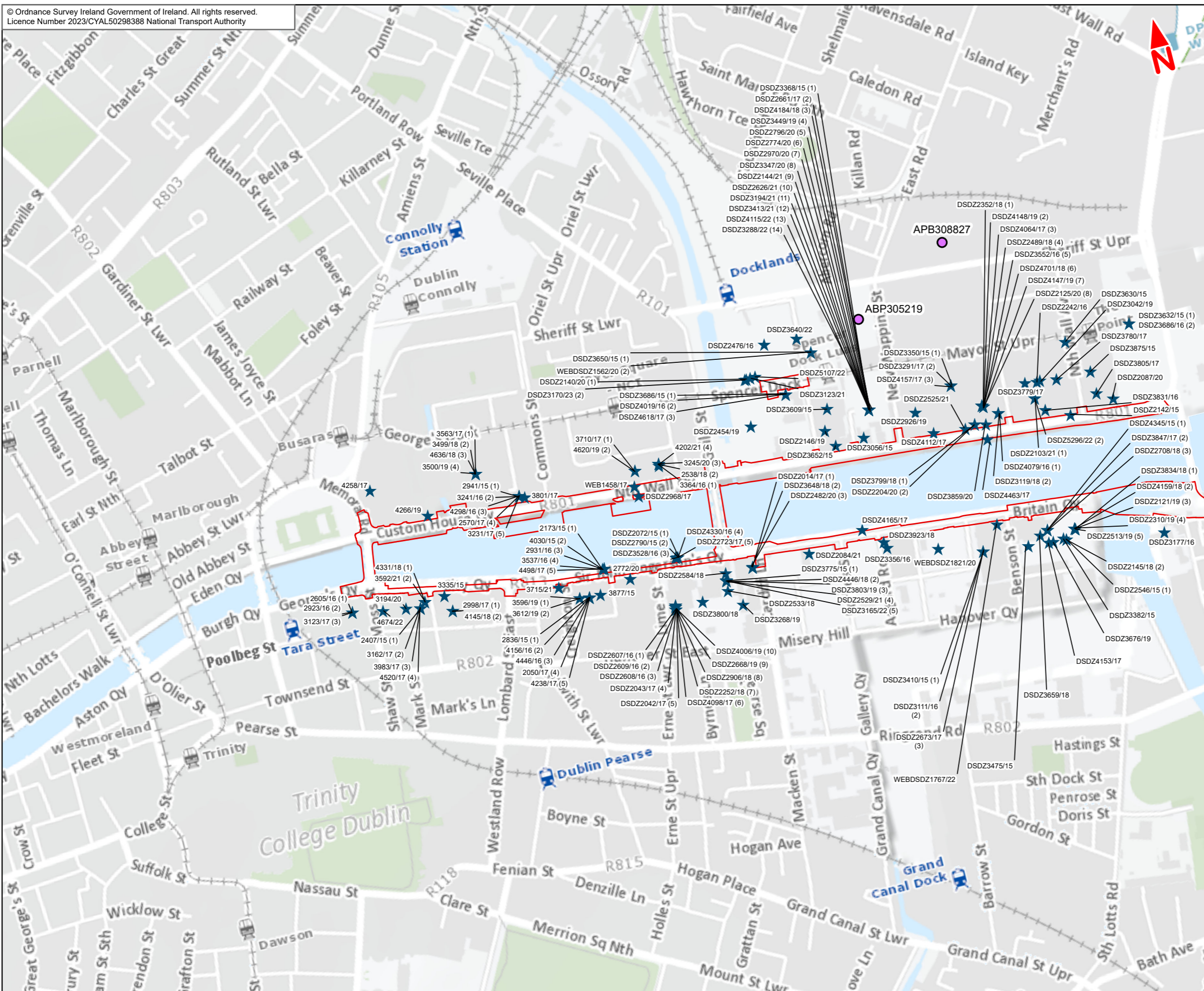
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.



Rev	Date	Drn	Chk'd	App'd	Description
M01	Apr 2023	KJ	RMcD	DK	ISSUE FOR PHASE 4 : PLANNING

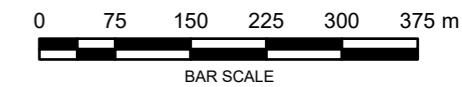
Client NTA Udarás Náisiúnta Iompair National Transport Authority		Consultant JACOBS ARUP SYSTRA		
Date 13/04/2023	Scale @ A3 1:5000	Drawn KJ	Checked RMcD	Approved DK
Project Code BCIDE	Originator Code JAC	QMS Code		

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS				
Drawing Title Ringsend to City Centre Core Bus Corridor Scheme 1C Relevant Planning Applications				
Drawing File Name BCIDE-JAC-ENV_ZZ-0016_XX_00-DR-GG-0101	Sheet Number 1 of 2	Status A	Rev M01	



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

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CC BY 4.0) license.



Disclaimer

a. © National Transport Authority (NTA) 2023. This drawing is confidential and the copyright in it is owned by NTA. This drawing may not be reproduced, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.

b. This drawing is to be used for the design element identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.

c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2023/CYAL50298388 National Transport Authority. All elevations are in metres and relate to OSI Geoid Model (OSGM15) Mean Head. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSI active local GPS station.

d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superseded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it. Any liabilities are hereby expressly disclaimed.

Rev	Date	Drn	Chk'd	App'd	Description
M01	Apr 2023	KJ	RMcD	DK	ISSUE FOR PHASE 4 : PLANNING

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

Consultant: **JACOBS ARUP SYSTRA**

Date: 13/04/2023 | Scale @ A3: 1:5000
Project Code: BCIDE | Originator Code: JAC

Drawn: KJ | Checked: RMcD | Approved: DK

Programme Title: BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title: Ringsend to City Centre Core Bus Corridor Scheme 1D Relevant Planning Applications			
Drawing File Name: BCIDE-JAC-ENV_ZZ-0016_XX_00-DR-GG-0102	Sheet Number: 2 of 2	Status: A	Rev: M01

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

Planning Report Appendix 1

Local Policy

Contents

1.	Appendix 1: Local Policy Dublin City Council	1
1.1	Dublin City Council Development Plan Policies and Objectives 2022 - 2028.....	1
1.2	Zoning Objectives.....	38
2.	References	41

1. Appendix 1: Local Policy Dublin City Council

1.1 Dublin City Council Development Plan Policies and Objectives 2022 - 2028

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
1.9.2	UN Sustainable Development Goals	SCV1	<p>'Policy SCV1 United Nations Sustainability Goals</p> <p><i>It is the policy of Dublin City Council to contribute, via this development plan, towards achievement of the 17 Sustainable Development Goals of the United Nations' 2030 Agenda for Sustainable Development as per link https://sdgs.un.org/goals</i></p>	<p>The Proposed Scheme is supported by the goals and targets set out in the relevant SDGs. It will provide for enhanced walking, cycling and bus infrastructure, which will subsequently enable more efficient, safe, and integrated sustainable transport movement along this corridor.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5	Climate Policies and Objectives	CA1	<p>'National Climate Action Policy</p> <p><i>To support the implementation of national objectives on climate change including the 'Climate Action Plan 2021: Securing Our Future' (including any subsequent updates to or replacement thereof), the 'National Adaptation Framework' 2018 and the 'National Energy and Climate Plan for Ireland 2021-2030' and other relevant policy and legislation.'</i></p>	<p>The Proposed Scheme aligns with the objective,</p> <p>as it comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5	Climate Policies and Objectives	CA2	<p>'Mitigation and Adaptation</p> <p><i>To prioritise and implement measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice.'</i></p>	<p>The Proposed Scheme aligns with the objective through the development of transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA assessment has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Following the application of mitigation measures, it is expected that there will be a short-term, negative and significant residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in GHG emissions, beyond those reported in the above assessment. The Proposed Scheme has the potential to reduce GHG emissions equivalent to the removal of approximately 1,540 and 1,060 car trips per weekday from the road network in 2028 and 2043 respectively, which contributes towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				<p>the Government's 2021 Climate Action Plan. It is concluded that the Proposed Scheme will make a significant contribution to reduction in carbon emissions provided the measures outlined in the traffic optimisation and bus frequency resilience analysis are employed i.e. the service pattern and frequency of bus services are increased into the future to accommodate additional demand without having a significant negative impact on bus journey time reliability.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5	Climate Policies and Objectives	CA01	<p>'Dublin City Council Climate Change Action Plan</p> <p><i>To implement Dublin City Council's 2019 Climate Change Action Plan in consultation and partnership with stakeholders including the Dublin Metropolitan Climate Action Regional Office (CARO), Codema, residents and elected representatives'</i></p>	<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 more sustainable forms of transport with increased bus priority which are key actions in the plan.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.1	Sustainable Settlement Patterns	CA3	<p>'Climate Resilient Settlement Patterns, Urban Forms and Mobility</p> <p><i>To support the transition to a low carbon, climate resilient city by seeking sustainable settlement patterns, urban forms and mobility in accordance with the National Planning Framework 2018 and the Regional Spatial and Economic Strategy 2019.'</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic and Transport) of the EIAR has considered the sustainability principles as set out in the various policy documents.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.1	Sustainable Settlement Patterns	CA4	<p>'Improving Mobility Links in Existing Areas</p> <p><i>To support retrofitting of existing built-up areas with measures which will contribute to their meeting the objective of a low-carbon city, such as reopening closed walking and cycling links or providing new links between existing areas'</i></p>	<p>As part of the Proposed Scheme the Dodder Public Transport Opening Bridge (DPTOB) will enhance permeability for buses and other public transport by creating a new route between the south quays and Ringsend.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.1	Sustainable Settlement Patterns	CA5	<p>'Climate Mitigation and Adaptation in Strategic Growth Areas</p> <p><i>To ensure that all new development including in Strategic Development and Regeneration Areas integrate appropriate climate mitigation and adaptation measures. See also Section 15.4.3. Sustainability and Climate Action and</i></p>	<p>The Proposed Scheme will provide a greater increase in sustainable mode share will in turn lead to further reductions in GHG emissions, beyond those reported in the above assessment. The Proposed Scheme has the potential to reduce GHG emissions equivalent to the removal of</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<i>Section 15.7.3 Climate Action and Energy Statement.'</i>	<p>approximately 1,540 and 1,060 car trips per weekday from the road network in 2028 and 2043 respectively, which contributes towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in the Government's 2021 Climate Action Plan.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.2	The Built Environment	CA8	<p>'Climate Adaptation Actions in the Built Environment</p> <p><i>To require low carbon development in the city which will seek to reduce carbon dioxide emissions and which will meet the highest feasible environmental standards during construction and occupation, see Section 15.7.1 when dealing with development proposals. New development should generally demonstrate/ provide for: (inter alia)</i></p> <p><i>f. minimising the generation of site and construction waste and maximising reuse or recycling;</i></p> <p><i>g. the use of construction materials that have low to zero embodied energy and CO2 emissions;'</i></p>	<p>The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The Proposed Scheme is not predicted to give rise to significant waste impacts. A Construction and Demolition Resource and Waste Management Plan (CDRWMP) has been produced and ensures that the any waste arising from construction will be managed in line with the Waste Management Act 1996.</p> <p>Refer to Chapter 8 (Climate), Chapter 18 (Waste and Resources) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.2	The Built Environment	CA9	<p>'Climate Adaptation Actions in the Built Environment</p> <p><i>Development proposals must demonstrate sustainable, climate adaptation, circular design principles for new buildings / services / site. The council will promote and support development which is resilient to climate change. This would include: (inter alia):</i></p> <p><i>c. minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS);</i></p> <p><i>d. reducing flood risk, damage to property from extreme events – residential, public and commercial;</i></p> <p><i>e. reducing risks from temperature extremes and extreme weather events to critical infrastructure such as roads, communication networks, the water/drainage network, and energy supply;</i></p>	<p>The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA assessment has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Following the application of mitigation measures, it is expected</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<i>f. promoting, developing and protecting biodiversity, novel urban ecosystems and green infrastructure'</i>	<p>that there will be a short-term, negative and significant residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in GHG emissions, beyond those reported in the above assessment. The Proposed Scheme has the potential to reduce GHG emissions equivalent to the removal of approximately 1,540 and 1,060 car trips per weekday from the road network in 2028 and 2043 respectively, which contributes towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in the Government's 2021 Climate Action Plan. The Proposed Scheme will provide the infrastructure necessary for sustainable transport provision that will make a significant contribution to reduction in carbon emissions.</p> <p>As part of the Proposed Scheme opportunities had been identified to enhance biodiversity through green infrastructure.</p> <p>Refer to Chapter 8 (Climate), Chapter 12 (Biodiversity) Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.3	Energy	CA19	<p>'Decarbonising Zones</p> <p><i>To support, encourage and facilitate the specific policies and projects identified in the Decarbonisation Zone of Ringsend/Irishtown in order to address local low carbon energy, greenhouse gas emissions and climate needs and commit to establishing Decarbonising Zones in each LEA (Local Electoral Area) within the lifetime of this plan, with a view to designating all of Dublin City as a decarbonised zone by the end of this Development Plan.'</i></p>	<p>The Proposed Scheme aligns with this objective as it will provide the infrastructure necessary to support the delivery of an efficient, low carbon and climate resilient public transport service and active travel network.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3.5.4	Construction and Demolition Waste	CA23	<p>'The Circular Economy</p> <p><i>To support the shift towards the circular economy approach as set out in a Waste Action Plan for a Circular Economy 2020 to 2025, Ireland's National Waste Policy, as updated together with The Whole of Government Circular Economy Strategy 2022-2023.</i></p> <p><i>https://www.gov.ie/en/publication/b542dwhole-of-government-circular-economy-strategy-2022-2023-living-more-using-less/</i></p>	
3.5.6	Flood Resilience and Water	CA26	<p>'Flood and Water Resource Resilience</p> <p><i>To support, encourage and facilitate the delivery of soft, green and grey adaptation measures to enhance flood and water resource resilience in the city and support the delivery of grey adaptation measures to</i></p>	<p>Chapter 13 (Water) includes an overview of flood risk.</p> <p>Following implementation of the mitigation measures in Chapter 13 (Water) in Volume 2 of the EIAR</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<i>enhance flood and water resource resilience where necessary.'</i>	and the SWMP within the CEMP (Appendix A5.1 in Volume 4 of this EIAR), there are no significant impacts predicted on any of the receptors in this study area during the Construction or Operational Phases. In addition to the above, further detailed information on flood risk is at Appendix A13.2 which includes a Site Specific Flood Risk Assessment (FRA).
3.5.6	Flood Resilience and Water	CA28	'Natural Flood Risk Mitigation <i>To encourage the use of natural flood risk mitigation or nature based solutions including integrated wetlands, green infrastructure, and Sustainable Drainage Systems (SuDS) as part of wider adaptation and mitigation responses to achieve flood resilience.'</i>	The Proposed Scheme aligns with the objective. A Flood Risk Assessment has been undertaken and has helped to shape the design response. Design principles included exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS measures were designed to provide sufficient storage to ensure no increase in existing runoff rates. Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) Appendix A13.2 which includes a Site Specific Flood Risk Assessment (FRA). in Volume 2 of the EIAR for further details.
3.5.7	Green Infrastructure and Nature Based Solution	CA29	'Climate Action and Green Infrastructure <i>To protect, connect and expand the city's Green Infrastructure while optimising the climate change adaptation and mitigation services it provides.'</i>	The Proposed Scheme has used green infrastructure initiatives such as SuDS. SuDS measures were designed to attenuate runoff for any newly paved areas. The Proposed Scheme aligns with the objectives and actions set out in the National Adaptation Framework. Responses to risks from climate change on the integrity of the infrastructure has been considered both in the design and approach taken and the EIAR. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 8 (Climate) for further details.
4.5.1	Approach to the inner City and Docklands	SC1	'Consolidation of the Inner City <i>To consolidate and enhance the inner city, promote compact growth and maximise opportunities provided by existing and proposed public transport by linking the critical mass of existing and emerging communities such as Docklands, Heuston Quarter, Grangegorman, Stonebatter, Smithfield, the Liberties, the North East Inner City and the south and north Georgian cores with each other, and to other regeneration areas.'</i>	The Proposed Scheme will enhance the capacity of sustainable transport provision. The Proposed Scheme will improve the efficiency of Dublin's road network and as a consequence will help to achieve greater land use densities that will promote compact growth. One of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				<p>seeking to provide for improved existing or new interchange opportunities with other transport services. The DPTOB will enhance permeability for buses and other public transport by creating a new route between the south quays and Ringsend</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.1	Approach to the inner City and Docklands	SC2	<p>'City's Character</p> <p><i>To develop the city's character by (inter alia):</i></p> <ul style="list-style-type: none"> • <i>cherishing and enhancing Dublin's renowned streets, civic spaces and squares;</i> • <i>developing a sustainable network of safe, clean, attractive streets, pedestrian routes and large pedestrian zones lanes and cycleways in order to make the city more coherent and navigable and creating further new streets as part of the public realm when the opportunities arise.'</i> 	<p>The Proposed Scheme aligns with the policy objective as it will provide segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. In addition, along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. Furthermore, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.1	Approach to the inner City and Docklands	SC5	<p>'Urban Design and Architectural Principles</p> <p><i>To promote the urban design and architectural principles set out in Chapter 15, and in the Dublin City Public Realm Strategy 2012, in order to achieve a climate resilient, quality, compact, well-connected city and to ensure Dublin is a healthy and attractive city to live, work, visit and study in.'</i></p>	<p>The Proposed Scheme aligns with the objective as it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme. The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape where possible.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) and Visual) for further details.</p>
4.5.1	Approach to the inner City and Docklands	SC6	<p>'Docklands</p> <p><i>To recognise the distinctive character of the Docklands regeneration area and to work with the relevant authorities to increase connectivity with the city centre and its environs.'</i></p>	<p>The Proposed Scheme aligns with the objective. One of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, including</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				<p>the Docklands, 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>The Dodder Public Transport Opening Bridge (DPTOB) will create a new pedestrian, cycle and public transport connection between Sir John Rogerson's Quay and East Link Road by way of segregated cycling facilities and bus priority infrastructure.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.1	Approach to the inner City and Docklands	SC7	<p>'Dublin Port</p> <p><i>To support and recognise the important national and regional role of Dublin Port in the economic life of the city and region and to facilitate port activities and development, having regard to the Dublin Port Masterplan 2040.'</i></p>	<p>The Proposed Scheme aligns with this objective as it has considered the Dublin Port Masterplan 2012-2040, it interfaces with a small portion of the masterplan lands. The Proposed Scheme supports the national and regional role of Dublin Port in the economic life of the city and region. The Proposed Scheme will assist in facilitating port activities and development by providing improved access in the area via public transport.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.2	Approach to the Inner Suburbs and Outer City as Part of the Metropolitan Area	SC8	<p>'Development of the Inner Suburbs</p> <p><i>To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport services and enhanced walking and cycling infrastructure.'</i></p>	<p>The BusConnects Programme, of which the Proposed Scheme is part, is an objective the Metropolitan Area Strategic Plan. The Proposed Scheme will provide the infrastructure necessary to support sustainable public transport and active travel options that will encourage increased density along the corridor.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.2	Approach to the Inner Suburbs and Outer City as Part of the Metropolitan Area	SC9	<p>'Key Urban Villages, Urban Villages and Neighbourhood Centres</p> <p><i>To develop and support the hierarchy of the suburban centres, including Key Urban Villages, Urban Villages and Neighbourhood Centres, in order to (inter alia):</i></p> <ul style="list-style-type: none"> • <i>support the sustainable consolidation of the city and align with the principles of the 15 minute city; and</i> • <i>provide for the essential economic and community support for local neighbourhoods.'</i> 	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city and help to achieve the principles of the 15 minute city. The Proposed Scheme will bring greater accessibility to the entire community and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces,</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				<p>local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.3	Urban Density	SC11	<p>'Compact Growth <i>In alignment with the Metropolitan Area Strategic Plan, to promote compact growth and sustainable densities through the consolidation and intensification of infill and brownfield lands, particularly on public transport corridors, which will:</i></p> <ul style="list-style-type: none"> • <i>enhance the urban form and spatial structure of the city;</i> • <i>be appropriate to their context and respect the established character of the area;</i> • <i>include due consideration of the protection of surrounding communities and provide for enhanced amenities for existing and future residents;</i> • <i>be supported by a full range of social and community infrastructure such as schools, shops and recreational areas;</i> • <i>and have regard to the criteria set out in Chapter 15: Development Standards, including the criteria and standards for good neighbourhoods, quality urban design and excellence in architecture.'</i> 	<p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City leading to a more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities, and services.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) and Visual) for further details.</p>
4.5.3	Urban Density	SC13	<p>'Green Infrastructure <i>To recognise and promote Green Infrastructure and landscape as a key mechanism to address climate change and as an integral part of the form and structure of the city, including streets and public spaces.'</i></p>	<p>The Proposed Scheme aligns with the objective as the overall landscape and urban realm design strategy for the route aims to create attractive, consistent, functional and accessible places. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.5	Urban Design and Architecture	SC19	<p>'High Quality Architecture <i>To promote development which positively contributes to the city's built and natural environment, promotes healthy placemaking and incorporates exemplar standards of high-quality, sustainable and inclusive urban design and architecture befitting the city's environment and heritage and its diverse range of locally distinctive neighbourhoods.'</i></p>	<p>The Proposed Scheme aligns with the objective as it aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				<p>The Proposed Scheme has considered the relevant guidance, where applicable, including Urban Design Manual – A Best Practice Guide and the Design Manual for Urban Roads and Streets (2013).</p> <p>Refer to Chapter 6 (Traffic & Transport, Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.5	Urban Design and Architecture	SC20	<p>'Urban Design <i>Promote the guidance principles set out in the Urban Design Manual – A Best Practice Guide and in the Design Manual for Urban Roads and Streets (2019).'</i></p>	<p>The Proposed Scheme aligns with the objective as it has considered the Design Manual for Urban Roads and Streets and the Design Manual for Urban Roads and Streets (2013). It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. The Proposed Scheme has considered the relevant guidance, where applicable.</p> <p>Refer to Chapter 6 (Traffic & Transport, Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.5	Urban Design and Architecture	SC22	<p>'Historical Architectural Character <i>To promote understanding of the city's historical architectural character to facilitate new development which is in harmony with the city's historical spaces and structures.'</i></p>	<p>It is anticipated that there will be significant residual impacts at three locations as a result of the Construction Phase of the Proposed Scheme. Where possible, features of heritage significance will be retained in situ. Mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase (where retention in situ is not possible), includes the following:</p> <ul style="list-style-type: none"> Recording of feature and setting; Safe removal and secure storage; and Reinstatement in original / new location as relevant. <p>Following mitigation it is not considered there will be any significant residual impact to the historical character of the area in which the Proposed Scheme is located.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.3	Healthy Placemaking	QHSN11	'15-Minute City	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure to deliver a modal</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
	and the 15 Minute City		<p><i>To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.'</i></p>	<p>shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.3	Healthy Placemaking and the 15 Minute City	QHSN12	<p>'Neighbourhood Development</p> <p><i>To encourage neighbourhood development which protects and enhances the quality of our built environment and supports public health and community wellbeing. Promote developments which:</i></p> <ul style="list-style-type: none"> • <i>build on local character as expressed in historic activities, buildings, materials, housing types or local landscape in order to harmonise with and further develop the unique character of these places;</i> • <i>integrate active recreation and physical activity facilities including community centres and halls as part of the 15-minute city;</i> • <i>encourage sustainable and low carbon transport modes through the promotion of alternative modes and 'walkable communities' whereby a range of facilities and services will be accessible within short walking or cycling distance;</i> • <i>promote and implement low traffic neighbourhoods to ensure a high quality built environment and encourage active travel in delivering the 15 minute city model.</i> • <i>promote sustainable design through energy efficiency, use of renewable energy and sustainable building materials and improved energy performance;</i> • <i>promote the development of healthy, liveable and attractive places through public realm and environmental improvement projects;</i> • <i>cater for all age groups and all levels of ability / mobility and</i> 	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary to create a more efficient and sustainable transport system that encourages density within Dublin City leading to a more compact urban form. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It will create an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable.</p> <p>The Proposed Scheme will create opportunities for building in regular physical activity into daily life through the improved pedestrian and cycling facilities, as well as through walking to and from bus stops. It is predicted that this will result in positive health outcomes as some people will change their travel behaviours and benefit from increased regular physical activity as a result.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<p><i>ensuring that universal design is incorporated to maximise social inclusion;</i></p> <ul style="list-style-type: none"> <i>provide the necessary inclusive community facilities and design features to promote independence for older people and to maximise quality of life;</i> <i>have regard to the Guiding Principles for 'Healthy Placemaking' and 'Integration of Land Use and Transport' as set out in the Regional Spatial and Economic Strategy and national policy as set out in 'Sustainable Residential Development in Urban Areas' and the 'Design Manual for Urban Roads and Streets (DMURS)';</i> <i>are designed to promote safety and security and avoid anti-social behaviour'.</i> 	<p>Several urban realm upgrades, including widened footpaths, high quality hard and soft landscaping and street furniture will be provided in areas of high activity to contribute towards a safer, more attractive environment for pedestrians.</p> <p>Refer to Chapter 6 (Traffic & Transport, Chapter 11 (Human Health) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.3	Healthy Placemaking and the 15 Minute City	QHSN13	<p>'15-Minute City</p> <p><i>To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible'</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the entire community and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.4	Social Inclusion	QHSN14	<p>'High Quality Living Environment</p> <p><i>To support the entitlement of all members of the community to enjoy a high quality living environment and to support local communities, healthcare authorities and other bodies involved in the provision of facilities for groups with specific design/ planning needs.'</i></p>	<p>The Proposed Scheme aligns with the objective as it was informed by Design Manual for Urban Roads and Streets (DMURS) to inform the design of the scheme. The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape where possible.</p> <p>An audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was carried out in 2020 in order to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
5.5.4	Social Inclusion	QHSN16	<p>'Accessible Built Environment</p> <p><i>To promote built environments and outdoor shared spaces which are accessible to all. New developments must be in accordance with the seven principles of Universal Design as advocated by the National Disability Authority, Building For Everyone: A Universal Design Approach 2012 and consistent with obligations under Article 4 of the United Nations Convention on the Rights of People with Disabilities.'</i></p>	<p>The Proposed Scheme aligns with the objective as an audit of the existing infrastructure provided for people with disabilities along the Proposed Scheme was carried out in 2020. The audit was undertaken in order to identify any existing issues for mobility-impaired persons and to inform the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation, where possible.</p> <p>The Proposed Scheme identifies that the use of the 60mm set down kerb between the footpath and the cycle track is of particular importance for guide dogs, whereby the use of white line segregation is not as effective for establishing a clear understanding of the change of pavement use and potential for cyclist/pedestrian interactions. The Proposed Scheme has also prioritised, where possible, the use of island bus stops, including signal call button for crossing of cycle tracks, to manage the interaction between the various modes with the view to providing a balanced safe solution for all modes.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.4	Social Inclusion	QHSN17	<p>'Sustainable Neighbourhoods</p> <p><i>To promote sustainable neighbourhoods which cater to the needs of persons in all stages of their lifecycle, e.g. children, people of working age, older people, people living with dementia and people with disabilities.'</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible.</p> <p>An audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was carried out in 2020 in order to identify any existing issues for mobility-impaired persons. This</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				<p>audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation where possible. It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages. <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
5.5.4	Social Inclusion	QHSN18	<p><i>'Needs of an Ageing Population</i></p> <p><i>To support the needs of an ageing population in the community with reference to housing, mobility and the public realm having regard to Age Friendly Ireland's 'Age Friendly Principles and Guidelines for the Planning Authority 2020', the Draft Dublin City Age Friendly Strategy 2020-2025 and Housing Options for our Aging Population 2019.'</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p> <p>An audit of the existing infrastructures provided for people with disabilities along the Proposed Scheme was carried out in 2020 in order to identify any existing issues for mobility-impaired persons. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation where possible. It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				<p>bus transit experience more accessible for users of all abilities and ages; and</p> <ul style="list-style-type: none"> Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages. <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.1	Ireland's Internationally Competitive Capital	CEE1	<p>'Dublin's Role as the National Economic Engine'</p> <p>Inter alia: (i) <i>To promote and enhance the role of Dublin as the national economic engine and driver of economic recovery and growth, with the city centre as its core economic generator.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will expand and enhance the street network along the Proposed Scheme. It will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability, connectivity and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport in Volume 2 of the EIAR for further details.</p>
6.5.1	Ireland's Internationally Competitive Capital	CEE2	<p>'Positive Approach to the Economic Impact of Applications'</p> <p><i>To take a positive and proactive approach when considering the economic impact of major planning applications in order to support economic development, enterprise and employment growth and also to deliver high quality outcomes.'</i></p>	<p>The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures.</p> <p>Refer to Chapter 10 (Population) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.2	Key Urban Villages and Neighbourhood Centres	CEE9	<p>'The Docklands'</p> <p><i>To support the continued regeneration of the Docklands area and its development as a leading centre of people intensive high tech and services based business.'</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 & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.3	Climate Action and Quality of Life	CEE12	<p>'Transition to a Low Carbon, Climate Resilient City Economy'</p> <p><i>To support the transition to a low carbon, climate resilient city economy, as part of, and</i></p>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<i>in tandem with, increased climate action mitigation and adaptation measures.'</i>	<p>The EIA assessment has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Following the application of mitigation measures such as reusing materials and sourcing materials locally, it is expected that there will be a negative, minor adverse and short-term residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in GHG emissions, beyond those reported in the above assessment. The Proposed Scheme has the potential to reduce GHG emissions equivalent to the removal of approximately 1,540 and 1,060 car trips per weekday from the road network in 2028 and 2043 respectively, which contributes towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in the Government's 2021 Climate Action Plan.</p> <p>It is concluded that the Proposed Scheme will make a significant contribution to reduction in carbon emissions provided the measures outlined in the traffic optimisation and bus frequency resilience analysis are employed i.e. the service pattern and frequency of bus services are increased into the future to accommodate additional demand without having a significant negative impact on bus journey time reliability.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.3	Climate Action and Quality of Life	CEE14	<p>'Quality of Place</p> <p><i>To recognise that 'quality of place', 'clean, green and safe', is crucial to the economic success of the city, in attracting foreign and domestic investment, and in attracting and retaining key scarce talent, residents and tourists.'</i></p>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.5	Regeneration and Vacancy	CEE19	<p>'Regeneration Areas</p> <p><i>To promote and facilitate the transformation of Strategic Development and Regeneration Areas (SDRAs) in the city, as a key policy priority and opportunity to improve the attractiveness and competitiveness of the city,</i></p>	<p>The Proposed Scheme aligns with the objective as one of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<i>including by promoting high-quality private and public investment and by seeking European Union funding to support regeneration initiatives, for the benefit of residents, employees and visitors.'</i>	and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
6.5.6	Key Economic Sectors	CEE35	'Dublin Port <i>To recognise that Dublin Port is a key economic resource and to have regard to the policies and objectives of the Dublin Port Masterplan 2040 including the reintegration of the Port with the City.'</i>	The Proposed Scheme aligns with this objective as it has considered the Dublin Port Masterplan 2012-2040 in its development. The Proposed Scheme supports the important national and regional role of the Dublin Port in the economic life of the city and region and will assist in facilitating port activities and development by providing improved access in the area via public transport. Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
7.5.8	Public Realm	CCUV37	'Plan Active and Healthy Streets <i>To promote the development of a network of active, healthy, attractive, high quality, green, and safe streets and public spaces which are inviting, pedestrian friendly and easily navigable. The aspiration is to encourage walking as the preferred means of movement between buildings and activities in the city. In the case of pedestrian movement within major developments, the creation of a public street is preferable to an enclosed arcade or other passageway.'</i>	The Proposed Scheme aligns with the policy objective as it provides of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction. Refer to Chapter 6 (Traffic & Transport, Chapter 11 (Human Health) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
7.5.8	Public Realm	CCUV38	'High Quality Streets and Spaces <i>To promote the development of high-quality streets and public spaces which are accessible and inclusive in accordance with the principles of universal design, and which deliver vibrant, attractive, accessible and safe places and meet the needs of the city's diverse communities regardless of age, ability, disability or gender.'</i>	The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. It ensures that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				<p>enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR for further details.</p>
7.5.8	Public Realm	CCUV39	<p>'Permeable, Legible and Connected Public Realm</p> <p><i>To deliver a permeable, legible and connected public realm that contributes to the delivery of other key objectives of this development plan namely active travel and sustainable movement, quality urban design, healthy placemaking and green infrastructure.'</i></p>	<p>The Proposed Scheme ensures that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. The provision of Quiet Street Treatment proposed along Pembroke Cottages, Cambridge Park together with an upgrade of the current footpath in Ringsend Park to a shared user path will also enhance permeability within Ringsend but also between the quays and Beach Road. A two-way cycle track is also proposed along Strand Street and Pembroke Street as part of this link</p> <p>Refer to Chapter 4 (Proposed Scheme Description and Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR and the Natura Impact Statement for further details.</p>
7.5.8	Public Realm	CCUV41	<p>'New Infrastructure Development</p> <p><i>Infrastructure projects in Dublin City should ensure placemaking outcomes through a design-led approach. Dublin City Council will work the relevant agencies / infrastructure providers to achieve public realm enhancements in the design, implementation and delivery of infrastructure projects.'</i></p>	<p>The Proposed Scheme aligns with the objective as it has considered the Design Manual for Urban Roads and Streets. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable. The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.</p> <p>Refer to Chapter 6 (Traffic & Transport, Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
7.5.8	Public Realm	CCUV44	<p>'New Development</p> <p><i>That development proposals should deliver a high quality public realm which is well designed, clutter-free, with use of high quality and durable materials and green infrastructure. New development should create linkages and connections and improve accessibility.'</i></p>	<p>The Proposed Scheme aligns with the objective as it has considered the Design Manual for Urban Roads and Streets. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design, where possible. The Proposed Scheme has considered the relevant guidance, where applicable.</p> <p>Refer to Chapter 6 (Traffic & Transport, Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.5.8	Public Realm	CCUVO15	<p>'City Centre Public Realm Strategy</p> <p><i>To support the review / update of the City Council's City Centre Public Realm Strategy - 'Your City Your Space' Public Realm Strategy 2012' and apply it for new / redevelopment public realm work throughout the Dublin City Council administrative area. The new Public Realm Strategy will adopt / provide for: (i) gender and age proofing of public realm projects; (ii) investment in / the use of assistive technology for vulnerable users of the public realm; (iii) good practice models in facilitating mobility aids, including scooters in the public realm; and (iv) good practice models of public seating for older people with mobility issues.'</i></p>	<p>The Proposed Scheme aligns with the objective as the landscape and urban realm proposals for the Proposed Scheme are based on an urban context and landscape character analysis of the route. The proposals have been informed through discussions with the NTA, local authorities and stakeholders. The overall landscape and urban realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design, where possible. In the context of the above, the Proposed Scheme is therefore compliant with the Your City Your Space – Dublin City Public Realm Strategy.</p> <p>Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
7.5.8	Public Realm	CCUVO16	<p>'Public Realm Plans / Masterplans</p> <p><i>To support the implementation of the following public realm plans / masterplans (listed below) and companion manuals:</i></p> <ul style="list-style-type: none"> • <i>The Heart of the City' Public Realm Masterplan for the City Core 2016;</i> • <i>Grafton Street Quarter Public Realm Improvement Plan, 2013;</i> • <i>Public Realm Masterplan for the North Lotts & Grand Canal Dock SDZ Planning Scheme 2014;</i> • <i>Temple Bar Public Realm Plan 2016;</i> 	<p>The Proposed Scheme aligns with this objective as it has considered the relevant public realm plans / masterplans which are outlined in Appendix A2.1 Planning Report.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<ul style="list-style-type: none"> Draft Markets Area Public Realm Plan 2022; Other forthcoming public realm plans.' 	
8.5.1	Addressing Climate Change through Sustainable Mobility	SMT1	<p>'Modal Shift and Compact Growth</p> <p><i>To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel (Department of Transport, Tourism and Sport (DTTAS) 2009), GDA Transport Strategy (NTA, 2023) and the NTA's Integrated Implementation Plan</p> <p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City and its surrounds leading to a more compact urban form. The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city.</p> <p>Refer to Chapter 8 (Climate), Chapter 12 (Biodiversity) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.1	Addressing Climate Change through Sustainable Mobility	SMT2	<p>'Decarbonising Transport</p> <p><i>To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.'</i></p>	<p>The primary objective of the Proposed Scheme through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency thereby contributing to an efficient, integrated and low carbon transport system.</p> <p>Refer to Chapter 8 (Climate) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.1	Addressing Climate Change through Sustainable Mobility	SMT01	<p>'Transition to More Sustainable Travel Modes</p> <p><i>To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/Luas); and 17% private (car/van/HGV/motorcycle).'</i></p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and active travel modes.</p> <p>It will provide the provision and enhancement of cycling facilities along the Proposed Scheme.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and Provision and enhancement of cycling facilities along the Proposed Scheme, creating

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				<p>routes that are safe, accessible, and attractive for people of all abilities and ages.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.2	Effective Integration of Land use and Transportation	SMT3	<p>'Integrated Transport Network</p> <p><i>To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of an integrated transport network that services the needs of communities and businesses of Dublin City and the region.'</i></p>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.2	Effective Integration of Land use and Transportation	SMT4	<p>'Integration of Public Transport Services and Development</p> <p><i>To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high quality urban places.'</i></p>	<p>The Proposed Scheme aligns with the objective as one of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. The DPTOB will enhance permeability for buses and other public transport by creating a new route between the south quays and Ringsend; and</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.2	Effective Integration of Land use and Transportation	SMT6	<p>'Mobility Management and Travel Planning</p> <p><i>To promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for new developments focussed on promoting and providing for active travel and public transport use while managing vehicular traffic and servicing activity.'</i></p>	<p>The Proposed Scheme will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				(Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.3	Public Realm, Place Making and Healthy Streets	SMT8	<p>'Public Realm Enhancements</p> <p><i>To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council's Public Realm Strategy ('Your City – Your Space'), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area.'</i></p>	<p>The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme is compliant with the Your City Your Space – Dublin City Public Realm Strategy. In addition, opportunities have been sought to enhance the public realm and landscape design where possible for example the design teams of BusConnects and the North and South Campshires Public Realm Scheme have worked together, and it has been agreed that the Proposed Scheme will develop the necessary bus and cycle infrastructure provisions, while including basic quayside provision for pedestrians and landscaping.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.4	Accessibility for All	SMT11	<p>'Pedestrian Network</p> <p><i>To protect, improve and expand on the pedestrian network, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions whilst ensuring accessibility for all, including people with mobility impairment and/or disabilities, older persons and people with children.'</i></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.</p> <p>Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.4	Accessibility for All	SMT02	<p>'Improving the Pedestrian Network</p> <p><i>To improve the pedestrian network, and prioritise measures such as the removal of slip lanes, the introduction of tactile paving, ramps, raised tables and kerb dishing at appropriate locations, including pedestrian crossings, street junctions, taxi ranks, bus stops and rail platforms in order to optimise safe accessibility for all users'</i></p>	<p>The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Crossing points will consist of on-demand</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				<p>signalised pedestrian crossing with appropriate tactile paving, push button units and LED warning studs. Appropriate signage will be used to ensure safe use of facilities by pedestrians.</p> <p>Refer to Chapter 6 (Traffic & Transport, Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.5	City Centre and Urban Villages- Access and Functional Needs	SMT12	<p><i>'Pedestrians and Public Realm</i> <i>To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.'</i></p>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible for example the design teams of BusConnects and the North and South Campshires Public Realm Scheme have worked together, and it has been agreed that the Proposed Scheme will develop the necessary bus and cycle infrastructure provisions, while including basic quayside provision for pedestrians and landscaping.</p> <p>Other design elements to help improve public realm include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages. <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.5	City Centre and Urban Villages- Access and Functional Needs	SMT13	<p><i>'Urban Villages and the 15-Minute City</i> <i>To support the role of the urban villages in contributing to the 15-minute city through improvement of connectivity in particular for active travel and facilitating the delivery of public transport infrastructure and services, and public realm enhancement.'</i></p>	<p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor. The Proposed Scheme will help contribute to the 15 minute city</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				<p>through improved transport infrastructure.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.5	City Centre and Urban Villages- Access and Functional Needs	SMT14	<p>'City Centre Road Space</p> <p><i>To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, Luas and Metrolink and with the existing and proposed bus network.'</i></p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. It provides the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT16	<p>'Walking, Cycling and Active Travel</p> <p><i>To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT17	<p>'Active Travel Initiatives</p> <p><i>To promote and help develop community-based coordinated initiatives at local level that encourage active travel and modal switch to sustainable transport modes, and to target underrepresented cohorts/groups in such initiatives.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				<p>travel by sustainable modes while providing a better quality of life for citizens.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details</p>
8.5.6	Sustainable Modes	SMT18	<p>'The Pedestrian Environment</p> <p><i>To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.'</i></p>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>The provision of Quiet Street Treatment proposed along Pembroke Cottages, Cambridge Park together with an upgrade of the current footpath in Ringsend Park to a shared user path will also enhance permeability within Ringsend but also between the quays and Beach Road. A two-way cycle track is also proposed along Strand Street and Pembroke Street as part of this link.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT19	<p>'Integration of Active Travel with Public Transport</p> <p><i>To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.'</i></p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. Public lighting and bus stop facilities are also included as part of the Proposed Scheme.</p> <p>It has been designed to include:</p> <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages. <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				(Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.6	Sustainable Modes	SMT08	<p>‘Cycling Infrastructure and Routes</p> <p><i>To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives and the NTA’s Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policies GI2, GI6 and GI8 and objective GI02’</i></p>	<p>The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p> <p>The Proposed Scheme facilitates an extension of DCC’s Liffey Cycle Route proposal which seeks to provide a cycle route between the Phoenix Park and Talbot Memorial Bridge. The Proposed Scheme would extend this proposed cycle route to the Tom Clarke East Link bridge.</p> <p>Furthermore, the Proposed Scheme directly facilitates Cycle Route 5 of the GDA Cycle Network Plan as well as intersections with a number of other primary cycle routes designated under the GDACNP, namely Cycle Route 1, Cycle Route 13 and Cycle Route SO1/N10.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT09	<p>‘Greater Dublin Area Cycle Network Plan</p> <p><i>To support the development of a connected cycling network in the City through the implementation of the NTA’s Greater Dublin Area Cycle Network Plan, subject to environmental assessment and route feasibility.’</i></p>	<p>The Proposed Scheme facilitates an extension of DCC’s Liffey Cycle Route proposal which seeks to provide a cycle route between the Phoenix Park and Talbot Memorial Bridge. The Proposed Scheme would extend this proposed cycle route to the Tom Clarke East Link bridge.</p> <p>Furthermore, the Proposed Scheme directly facilitates Cycle Route 5 of the GDA Cycle Network Plan as well as intersections with a number of other primary cycle routes designated under the GDACNP, namely Cycle Route 1, Cycle Route 13 and Cycle Route SO1/N10.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.6	Sustainable Modes	SMT012	<p>‘Cycle Parking Spaces</p> <p><i>To provide publicly accessible cycle parking spaces, both standard bicycle spaces and non-standard for adapted and cargo bikes, in the city centre and the urban villages, and near the entrance to all publicly accessible</i></p>	<p>The Proposed Scheme will promote ease of movement by providing the infrastructure necessary to enhance bus, cycling and pedestrian networks. Throughout the Proposed Scheme bus stops will be enhanced</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<i>buildings such as schools, hotels, libraries, theatres, churches etc. as required.'</i>	to improve the overall journey experience for bus passengers including improved lighting, signage and cycle parking, where possible to assist with mode interchange between bike and bus. In addition, cycle facilities will be improved with segregated cycle tracks. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
8.5.6	Sustainable Modes	SMT014	'Cycle Parking Facilities <i>To promote and facilitate, in co-operation with key agencies and stakeholders, the provision of high density cycle parking facilities, as well as parking for cargo and adapted bicycles at appropriate locations, taking into consideration the NTA's GDA Cycle Network Plan, and Dublin City Council's Public Realm Strategy.'</i>	The Proposed Scheme will promote ease of movement by providing the infrastructure necessary to enhance bus, cycling and pedestrian networks. Throughout the Proposed Scheme bus stops will be enhanced to improve the overall journey experience for bus passengers including improved lighting, signage and cycle parking where possible to assist with mode interchange between bike and bus. In addition, cycle facilities will be improved with segregated cycle tracks. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.
8.5.6	Sustainable Modes	SMT015	'River Liffey Boardwalk Subject to a feasibility assessment, to seek to extend the River Liffey Boardwalk as a key leisure walking and seating space in the City.'	As part of the Proposed Scheme two boardwalks are proposed, no seating is included it is for active travel purposes only. Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.6	Sustainable Modes	SMT22	'Key Sustainable Transport Projects <i>To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained:</i>	The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It has considered Smarter Travel (DTTAS, 2009), GDA Transport Strategy (NTA, 2023) and the RSES (Eastern and Midlands Region, 2019). One of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				Volume 2 of the EIAR for further details.
8.5.6	Sustainable Modes	SMT018	'Bus Infrastructure <i>DCC will work with the NTA to incorporate bus infrastructure within new largescale developments where appropriate.'</i>	The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.
8.5.6	Sustainable Modes	SMT020	'Green Roofs on Bus Shelters <i>To engage with the National Transport Authority (NTA) in order to promote the incorporation of green roofs on new and existing bus shelters.'</i>	This does not form part of the currently Proposed Scheme however, it does not mean that this cannot be incorporated at a later stage.
8.5.6	Sustainable Modes	SMT24	'Shared Mobility and Adaptive Infrastructure <i>To promote the use and expansion of shared mobility to all areas of the city and facilitate adaptive infrastructure for the changing modal transport environment, including other micro-mobility and shared mobility, as part of an integrated transport network in the city, and to support and promote smart growth initiatives that develop new solutions to existing and future mobility services and support Smart Dublin in the development of a Mobility as a Service (MaaS) platform.'</i>	The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel (DDTAS, 2009) GDA Transport Strategy (NTA, 2023) and the NTA's Integrated Implementation Plan (NTA, 2019) Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.9	Street/Road, Bridge and Tunnel Infrastructure	SMT30	'National Road Projects <i>To protect national road projects as per the NTA Transport Strategy for the Greater Dublin Area 2022 – 2042 and in consultation with TII,NTA and other relevant stakeholders including the Dublin Port Authority Company to support the delivery of the Southern Port Access Route to Poolbeg, as a public road. The indicative alignment of this road link is shown on Map J.'</i>	The Proposed Scheme aligns with this objective as the Greater Dublin Area Transport Strategy clearly puts the delivery of BusConnects, of which the Proposed Scheme is part, at the heart of its objectives. There is no overlap with the southern port access route however it is in close proximity to DPTOB and sections of the Proposed Scheme along York Road and Pigeon House Road. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.9	Street/Road, Bridge and Tunnel Infrastructure	SMT027	'Road, Street and Bridge Schemes <i>Road, Street and Bridge Schemes To initiate and/or implement the following street/road schemes and bridges within the six year period of the development plan, subject to the availability of funding and environmental requirements and compliance with the 'Principles of Road Development' set out in the NTA Greater Dublin Area Transport Strategy. Roads and Streets</i> <ul style="list-style-type: none"> • Sean Moore Road - Map F • Dodder Public Transport Bridge, linked with BusConnects 16 proposals - Map E. 	The Proposed Scheme aligns with this objective as it will not impact on the ability for the street/road schemes and bridges to be developed.

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<ul style="list-style-type: none"> Bridge from North Wall Quay at Point Depot (Point Bridge) and the widening of Tom Clarke Bridge, improve pedestrian and cycling facilities at the crossing point as well as accommodating additional public transport routes in conjunction with the Dodder Bridge -Map E. Pedestrian/cycle bridge crossing the Liffey between the Samuel Beckett Bridge and the Tom Clarke Bridge - Map E.' . 	
8.5.10	Traffic Management and Road Safety Impacts	SMT33	<p>'Design Manual for Urban Roads and Streets</p> <p><i>To design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within the Design Manual for Urban Roads and Streets (DMURS) and to carry out upgrade works to existing road and street networks in accordance with these standards where feasible.'</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 of the EIAR (Traffic and Transport) has considered the Permeability best practice guide and DMURS as part of the project.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.10	Traffic Management and Road Safety Impacts	SMT34	<p>'Street and Road Design</p> <p><i>To ensure that streets and roads within the city are designed to balance the needs and protect the safety of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated.'</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the Proposed Scheme has considered DMURS. It will deliver safe, segregated cycling facilities along the corridor as part of BusConnects. It has been designed to include:</p> <ul style="list-style-type: none"> More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages. <p>Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.10	Traffic Management and Road Safety Impacts	SMT35	<p>'Traffic Calming and Self-Regulation Street Environments</p> <p><i>To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment that are suited to all users, including pedestrians and cyclists.'</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the Proposed Scheme has considered DMURS. It has been designed to include:</p> <ul style="list-style-type: none"> More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				<p>accessible for users of all abilities and ages; and</p> <ul style="list-style-type: none"> Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages. <p>Traffic calming has been considered and the Proposed Scheme will provide additional measures to encourage this for example, a branch cycle route will share the quiet residential streets along York Road and Pigeon House Road to Poolbeg, where Quiet Street Treatment will be provided (in addition to the existing traffic calming measures that are already provided).</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.10	Traffic Management and Road Safety Impacts	SMTO36	<p>'Environmental and Road Safety Impacts of Traffic in the City</p> <p><i>To tackle the adverse environmental and road safety impacts of traffic in the city through measures such as:</i></p> <ul style="list-style-type: none"> <i>The implementation of traffic calming measures and filtered permeability including the restriction of rat-runs in appropriate areas in accordance with best practice and following advice contained in the Design Manual for Urban Roads and Streets (DMURS).</i> <i>To undertake a study, assessing and identifying areas adjacent to proposed sustainable transport projects for traffic calming and filter permeability.</i> <i>The ongoing monitoring of traffic noise and emissions, and the assessment and evaluation of the air quality and traffic noise impacts of transport policy and traffic management measures being implemented by Dublin City Council.</i> <i>To support programmes of action which tackle the issue of road safety in the city.</i> <i>To promote traffic calming in existing residential neighbourhoods through innovative street design and layout such as homezones, filtered permeability, low traffic neighbourhoods, quietways and unsignalised crossings where appropriate.'</i> 	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. The Proposed Scheme has considered DMURS in its design. It will provide the provision and enhancement of cycling facilities along the Proposed Scheme. The proposal to provide quiet street treatment along York Road and Pigeon House Road as part of the Proposed Scheme will enhance permeability between the quays and the soon to be redeveloped Former Irish Glass Bottle Site. Traffic calming has been considered and the Proposed Scheme will provide additional measures to encourage this for example, a branch cycle route will share the quiet residential streets along York Road and Pigeon House Road to Poolbeg, where Quiet Street Treatment will be provided (in addition to the existing traffic calming measures that are already provided). The provision of Quiet Street Treatment proposed along Pembroke Cottages, Cambridge Park together with an upgrade of the current footpath in Ringsend Park to a shared user path will also enhance permeability within Ringsend but also between the quays and Beach Road. A two-way cycle track is also proposed along Strand Street and Pembroke Street as part of this link. The Proposed Scheme has been designed to include:</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
				<ul style="list-style-type: none"> More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages. <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.5.2	River Corridor Restoration	SI10	<p>'Managing Development Within and Adjacent to River Corridors</p> <p><i>To require development proposals that are within or adjacent to river corridors in the City (excluding the Camac River) to provide for a minimum setback distance of 10-15m from the top of the river bank in order to create an appropriate riparian zone. The Council will support riparian zones greater than 10 metres depending on site-specific characteristics and where such zones can integrate with public/communal open space'</i></p>	<p>As part of the Proposed Scheme two boardwalks are proposed along the River Liffey, no seating is included it is for active travel purposes only.</p> <p>Refer to Chapter 4 (Proposed Scheme Description in Volume 2 of the EIAR for further details.</p>
9.5.2	River Corridor Restoration	SI12	<p>'River Restoration in Strategic Development and Regeneration Areas</p> <p><i>To provide opportunities for enhanced river corridors in the following Strategic Development and Regeneration Areas (SDRAs) in order to harness significant opportunities for river restoration where feasible (inter alia):</i></p> <p>SDRA 6 Docklands'</p>	<p>As part of the Proposed Scheme two boardwalks are proposed along the River Liffey, no seating is included it is for active travel purposes only.</p> <p>Refer to Chapter 4 (Proposed Scheme Description in Volume 2 of the EIAR for further details.</p>
9.5.3	Flood Management	SI15	<p>'Site-Specific Flood Risk Assessment</p> <p><i>All development proposals shall carry out, to an appropriate level of detail, a Site-Specific Flood Risk Assessment (SSFRA) that shall demonstrate compliance with:</i></p> <ul style="list-style-type: none"> <i>The Planning System and Flood Risk Management, Guidelines for Planning Authorities, Department of the Environment, Community and Local Government (2009), as revised by Circular PL 2/2014 and any future amendments, and the Strategic Flood Risk Assessment (SFRA) as prepared by this development plan.</i> <i>The application of the sequential approach, with avoidance of highly and less vulnerable development in areas at risk of flooding as a priority and/ or the provision of water compatible development only. Where the Justification Test for Plan Making and Development Management have been passed, the SSFRA will address all potential sources of flood risk and will</i> 	<p>The Proposed Scheme aligns with the objective as a Flood Risk Assessment has been carried out as part of the Proposed Scheme. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS were design designed to provide sufficient storage to ensure no increase in existing runoff rates. Design principles include exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible.</p> <p>Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<p>consider residual risks including climate change and those associated with existing flood defences. The SSFRA will include site specific mitigation measures, flood-resilient design and construction, and any necessary management measures (the SFRA and Appendix B of the above mentioned national guidelines refer). Attention shall be given in the site-specific flood risk assessment to building design and creating a successful interface with the public realm through good design that addresses flood concerns but also maintains appealing functional streetscapes. Allowances for climate change shall be included in the SSFRA.</p> <ul style="list-style-type: none"> On lands where the Justification Test for Plan Making has been passed and where a small proportion of the land is at significant risk of flooding, the sequential approach to development will be applied, and development will be limited to Minor Development (Section 5.28 of the Planning System and Flood Risk Management Guidelines 2009) on the portion at significant risk of flooding. There will be a presumption against the granting of permission for highly or less vulnerable development which encroaches onto or results in the loss of the flood plain. Water compatible development only will be considered in such areas at risk of flooding which do not have existing development on them.' 	
9.5.4	Water Supply and Wastewater	SI22	<p>'Sustainable Drainage Systems</p> <p>To require the use of Sustainable Drainage Systems (SuDS) in all new developments, where appropriate, as set out in the Greater Dublin Strategic Drainage Study (Vol 2: New Development)/ Greater Dublin Regional Code of Practice for Drainage Works and having regard to the guidance set out in Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document (DHLGH, 2021). Sustainable Drainage Systems (SuDS) should incorporate nature-based solutions and be designed in accordance with the Dublin City Council Sustainable Drainage Design & Evaluation Guide (2021) which is summarised in Appendix 12. SuDS should protect and enhance water quality through treatment at source while enhancing biodiversity and amenity.'</p>	<p>The Proposed Scheme aligns with the objective as it provides measures to ensure no increase in existing run off rates from newly paved and combined existing / newly paved catchment areas. Drainage of newly paved areas will include SuDS measures to treat and attenuate any additional runoff.</p> <p>Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
9.5.7	Air Quality	SIO21	<p>'Air Quality Data Collection</p> <p>To reduce harmful emissions and to achieve and maintain good air quality in the City by working with the Dublin local authorities and relevant agencies in the collection of local</p>	<p>The improvements to sustainable modes provision as a result of the Proposed Scheme will facilitate a reduction in congestion, reduced greenhouse gas (GHG) emissions and associated air quality</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<i>data through the Dublin City ambient air quality monitoring network.'</i>	improvements along the Proposed Scheme, resulting in enhanced community wellbeing. Refer to Chapter 6 (Traffic & Transport), Chapter 7 (Air Quality) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.8	Noise Pollution	SI35	'Ambient Noise Quality' <i>To seek to preserve and maintain noise quality in the City in accordance with good practice and relevant legislation.'</i>	The Proposed Scheme aligns with the objective as the Dublin Agglomeration Environmental Noise Action Plan has been considered. The results of the noise assessment for the design year (2043) Operational Phase have determined that long-term changes in traffic noise levels will be Positive, Imperceptible to Slight along the Proposed Scheme and in the surrounding network. Refer to Chapter 09 (Noise and Vibration) and Chapter 04 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.8	Noise Pollution	SI36	'Noise Management' <i>To support pro-active management of noise in the City through measures such as appropriate road surfaces to avoid, mitigate, minimise noise in accordance with good practice, relevant legislation and in line with the Dublin Agglomeration Environmental Noise Action Plan 2018-2023 (and subsequent plans).'</i>	The Proposed Scheme aligns with the objective as the Dublin Agglomeration Environmental Noise Action Plan has been considered. The results of the noise assessment for the design year (2043) Operational Phase have determined that long-term changes in traffic noise levels will be Positive, Imperceptible to Slight along the Proposed Scheme and in the surrounding network Refer to Chapter 09 (Noise and Vibration) and Chapter 04 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.9	Public and External Lighting	SI41	'Lighting Standards' <i>To provide and maintain high quality and appropriate street/ outdoor lighting on public roads, footways, cycleways, public realm throughout the City in accordance with the Council's Vision Statement for Public Lighting in Dublin City and related public lighting projects. In general, the lighting of roads and public amenity areas shall be provided in accordance with the requirements of the latest Public Lighting Standards IS EN13201 and further updates.'</i>	The Proposed Scheme aligns with this objective as Light Emitting Diode (LED) lanterns will be the light source for any new or relocated public lighting provided. The lighting design will involve works on functional, heritage and contemporary lighting installations on a broad spectrum of lighting infrastructure along the Proposed Scheme. In locations where road widening and/or additional space in the road margin is required, it is proposed that the public lighting columns will be replaced and relocated to the rear of the footpath, where practicable, eliminating pedestrian obstruction. Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.9	Public and External Lighting	SI43	'Energy Efficient Lighting' <i>To require that new developments are appropriately lit and that all public and external lighting in new residential and</i>	The Proposed Scheme aligns with this objective as energy efficient Light Emitting Diode (LED) lanterns will be the light source for any new

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<i>commercial developments use highly energy efficient luminaires, with the use of energy saving strategies (such as dimming in line with nationally agreed tariffs) encouraged.'</i>	or relocated public lighting provided. Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
10.5.1	Green Infrastructure	GI5	'Greening of Public Realm / Streets <i>To integrate urban greening features including nature based solutions into the existing public realm where feasible and into the design of public realm projects for civic spaces and streets. The installation of living green walls will be encouraged to the fullest possible extent throughout the city of Dublin and tree pits with mixed planting will be preferred for the greening of streets in recognition of the co-benefits they offer for SuDs, biodiversity, amenity value and traffic calming.'</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details. .
10.5.1	Green Infrastructure	GI6	'New Development / New Growth Areas <i>To integrate Green Infrastructure and an ecosystem services approach into new developments / new growth areas in the city that contributes to the city's green infrastructure network by its extension and enhancement and that provides for the environmental resilience of new development.'</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details. .
10.5.1	Green Infrastructure	GI7	'Connecting Greening Elements in Site Design <i>To avoid the fragmentation of green spaces in site design and to link green spaces /greening elements to existing adjacent green infrastructure / the public realm where feasible and to provide for ecological functions.'</i>	The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 17 Landscape (Townscape) and Visual for further details. .
11.5.1	Building Regulations	BHA2	'Development of Protected Structures <i>That development will conserve and enhance protected structures and their curtilage and will:</i>	The Proposed Scheme is located within an area where a number of Protected Structures have been identified as per Chapter 16 (Architectural Heritage). There are

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<p>(a) Ensure that any development proposals to protected structures, their curtilage and setting shall have regard to the Architectural Heritage Protection Guidelines for Planning Authorities (2011) published by the Department of Culture, Heritage and the Gaeltacht.</p> <p>(b) Protect structures included on the RPS from any works that would negatively impact their special character and appearance.</p> <p>(c) Ensure that works are carried out in line with best conservation practice as advised by a suitably qualified person with expertise in architectural conservation.</p> <p>(d) Ensure that any development, modification, alteration, or extension affecting a protected structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout and materials.</p> <p>(e) Ensure that the form and structural integrity of the protected structure is retained in any redevelopment and ensure that new development does not adversely impact the curtilage or the special character of the protected structure.</p> <p>(f) Respect the historic fabric and the special interest of the interior, including its plan form, hierarchy of spaces, structure and architectural detail, fixtures and fittings and materials.</p> <p>(g) Ensure that new and adapted uses are compatible with the architectural character and special interest(s) of the protected structure.</p> <p>(h) Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features.</p> <p>(i) Ensure historic landscapes, gardens and trees (in good condition) associated with protected structures are protected from inappropriate development.</p> <p>(j) Have regard to ecological considerations for example, protection of species such as bats'</p>	<p>specific Protected Structures that will experience direct and indirect impacts during the construction of the Proposed Scheme. However, following mitigation there are no residual impacts to Protected Structures. During operation mitigation such as proposed tree planting will have a positive impact on the setting of Protected Structures within, for example, the Quays.</p> <p>The Proposed Scheme aligns with this objective as it has had regard to the Architectural Heritage Protection Guidelines for Planning Authorities' 2011. An architectural heritage specialist will oversee any works to Protected Structures. does not adversely impact the curtilage or the special character of the Protected Structure to ensure that the works does not adversely impact the curtilage or the special character of the Protected Structure or where it has the potential too that mitigation is in place to ensure no long-term impacts will be experienced.</p> <p>Refer to Chapter 4 (Proposed Scheme Description), Chapter 16 (Architectural Heritage) and Chapter 17 Landscape (Townscape) and Visual for further details .</p>
11.5.1	Building Regulations	BHA3	<p>'Loss of Protected Structures That the City Council will resist the total or substantial loss of protected structures in all but exceptional circumstances.'</p>	<p>The Proposed Scheme aligns with the objective as no protected structure is to be demolished as part of the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.5.1	Building Regulations	BHA5	<p>'Demolition of Regional Related on NIAH That there is a presumption against the demolition or substantial loss of any building or other structure assigned a 'Regional' rating or higher by the National Inventory of Architectural Heritage (NIAH), unless it is clearly justified in a written conservation assessment that the building has no special interest and is not suitable for addition to the City Council's Record of Protected Structures (RPS); having regard to the provisions of Section 51, Part IV of the Planning and Development Act, 2000 (as amended) and the</p>	<p>The Proposed Scheme aligns with the objective as no protected structure is to be demolished as part of the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<i>Architectural Heritage Protection Guidelines for Planning Authorities (2011).'</i>	
11.5.2	Architectural Conservation Areas	BHA7	<p>'Architectural Conservation Areas</p> <p>(a) <i>To protect the special interest and character of all areas which have been designated as an Architectural Conservation Area (ACA). Development within or affecting an ACA must contribute positively to its character and distinctiveness, and take opportunities to protect and enhance the character and appearance of the area, and its setting, wherever possible. Development shall not harm buildings, spaces, original street patterns, archaeological sites, historic boundaries or features, which contribute positively to the ACA. Please refer to Appendix 6 for a full list of ACAs in Dublin City.</i></p> <p>(b) <i>Ensure that all development proposals within an ACA contribute positively to the character and distinctiveness of the area and have full regard to the guidance set out in the Character Appraisals and Framework for each ACA.</i></p> <p>(c) <i>Ensure that any new development or alteration of a building within an ACA, or immediately adjoining an ACA, is complementary and/or sympathetic to their context, sensitively designed and appropriate in terms of scale, height, mass, density, building lines and materials, and that it protects and enhances the ACA. Contemporary design which is in harmony with the area will be encouraged.</i></p> <p>(d) <i>Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture.</i></p> <p>(e) <i>Promote sensitive hard and soft landscaping works that contribute to the character and quality of the ACA.</i></p> <p>(f) <i>Promote best conservation practice and encourage the use of appropriately qualified professional advisors, tradesmen and craftsmen, with recognised conservation expertise, for works to buildings of historic significance within ACAs. All trees which contribute to the character and appearance of an Architectural Conservation Area, in the public realm, will be safeguarded, except where the tree is a threat to public safety, prevents universal access, or requires removal to protect other specimens from disease.'</i></p>	<p>There are no Architectural Conservation Areas within the Proposed Scheme Study Area.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.5.3	Built Heritage Assets of the City	BHA9	<p>'Conservation Areas</p> <p><i>To protect the special interest and character of all Dublin's Conservation Areas – identified under Z8 and Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps. Development within or affecting a Conservation Area must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and its setting, wherever possible. Enhancement opportunities may include:</i></p>	<p>The Proposed Scheme is located within the Liffey Quay, Royal Canal and Dodder Valley and Grand Canal Conservation Areas.</p> <p>Following the proposed mitigation, it is anticipated that Indirect, Negative, Significant and Short-Term residual construction phase impacts will occur from the Proposed Scheme. Construction works will have an adverse visual impact during the Construction</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<p>1. Replacement or improvement of any building, feature or element which detracts from the character of the area or its setting.</p> <p>2. Re-instatement of missing architectural detail or important features.</p> <p>3. Improvement of open spaces and the wider public realm and reinstatement of historic routes and characteristic plot patterns.</p> <p>4. Contemporary architecture of exceptional design quality, which is in harmony with the Conservation Area.</p> <p>5. The repair and retention of shop and pub fronts of architectural interest.</p> <p>6. Retention of buildings and features that contribute to the overall character and integrity of the Conservation Area.</p> <p>7. The return of buildings to residential use.</p> <p>Changes of use will be acceptable where in compliance with the zoning objectives and where they make a positive contribution to the character, function and appearance of the Conservation Area and its setting. The Council will consider the contribution of existing uses to the special interest of an area when assessing change of use applications, and will promote compatible uses which ensure future long-term viability.'</p>	<p>Phase. The extent, scale and nature of the construction work will have a high impact on the Conservation Areas though it is anticipated that this will be for the duration of the construction works only. However, no significant negative residual impacts are anticipated during the Operational Phase of the Proposed Scheme.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.5.3	Built Heritage Assets of the City	BHA10	<p>'Demolition in a Conservation Area</p> <p><i>There is a presumption against the demolition or substantial loss of a structure that positively contributes to the character of a Conservation Area, except in exceptional circumstances where such loss would also contribute to a significant public benefit.'</i></p>	<p>St Patricks Rowing Club clubhouse and facilities will be required to be moved as a result of the Proposed Scheme to facilitate the DPTOB. A new clubhouse and facilities will be provided.</p> <p>The DPTOB will create a new pedestrian, cycle and public transport connection between Sir John Rogerson's Quay and East Link Road by way of segregated cycling facilities and bus priority infrastructure.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.5.3	Built Heritage Assets of the City	BHA18	<p>'Historic Ground Surfaces, Street Furniture and Public Realm</p> <p><i>(a) To protect, conserve and retain in situ historic elements of significance in the public realm including milestones, jostle stones, city ward stones, bollards, coal hole covers, gratings, boot scrapers, cast iron basement lights, street skylights and prisms, water troughs, street furniture, post boxes, lampposts, railings and historic ground surfaces including stone kerbs, pavement flags and setts, and to promote conservation best practice and high standards for design, materials and workmanship in public realm improvements within areas of historic character, having regard to the national Advice Series on Paving: The Conservation of Historic Ground Surfaces (2015).</i></p> <p><i>(b) To maintain schedules of stone setts, historic kerbing and historic pavers/flags, and associated features in the public realm, to be protected, conserved or reintroduced</i></p>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible they will be retained in situ. Proposed or reinstated boundary treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned. The Proposed Scheme will reuse existing kerbs where possible.</p> <p>Following the proposed mitigation, no significant residual impacts were</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<i>(Appendix 6), and to update and review these schedules during the period of this development plan.'</i>	<p>identified during construction or operation to identified archaeological heritage.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.5.5	Archaeological Heritage	BHA26	<p>'Archaeological Heritage</p> <p>1. To protect and preserve Monuments and Places listed on the statutory Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994 which have been identified in the Record of Monuments and Places and the Historic Environment Viewer (www.archaeology.ie) and all wrecks over 100 years old including those in the Shipwreck Inventory of Ireland.</p> <p>2. To protect archaeological material in situ by ensuring that only minimal impact on archaeological layers is allowed, by way of re-use of standing buildings, the construction of light buildings, low impact foundation design, or the omission of basements (except in exceptional circumstances) in the Monuments and Places listed on the statutory Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994. Built Heritage and Archaeology Chapter 11 373 It is the Policy of Dublin City Council: BHA26</p> <p>3. To seek the preservation in situ (or where this is not possible or appropriate, as a minimum, preservation by record) of all archaeological monuments included in the Record of Monuments and Places; all wrecks and associated objects over 100 years old and of previously unknown sites, features and objects of archaeological interest that become revealed through development activity. In respect of decision making on development proposals affecting sites listed in the Record of Monuments and Places, the council will have regard to the advice and/or recommendations of the Department of Housing, Heritage and Local Government.</p> <p>4. Development proposals within the Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994, notification of sites over 0.5 hectares size with potential underwater impacts and of sites listed in the Dublin City Industrial Heritage Record, will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged.</p> <p>5. To preserve known burial grounds and disused historic graveyards. Where disturbance of ancient or historic human remains is unavoidable, they will be excavated according to best archaeological practice and reburied or permanently curated.</p> <p>6. Preserve the character, setting, and amenity of upstanding and below ground town wall defences.</p>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible they will be retained in situ. Proposed or reinstated boundary treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned.</p> <p>Following the proposed mitigation, no significant residual impacts were identified during construction or operation to identified archaeological heritage.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

Section	Chapter Title / Sub-Heading	Bullet Point Objective/Policy No.	Paragraph / Policy / Objective	Project Response
			<p>7. Development proposals in marine, lacustrine and riverine environments and areas of reclaimed land, shall have regard to the Shipwreck Inventory maintained by the Department of Housing, Local Government and Heritage and be subject to an appropriate level of archaeological assessment.</p> <p>8. To have regard to national policy documents and guidelines relating to archaeology and to best practice guidance published by the Heritage Council, the Institute of Archaeologists of Ireland and Transport Infrastructure Ireland.'</p>	
11.5.5	Archaeological Heritage	BHAO19	<p>'Built Heritage and Archaeology</p> <p>To provide for the protection, preservation and promotion of built heritage, including architectural heritage, archaeological heritage and underwater heritage, and support the in situ presentation and interpretation of archaeological finds within new developments'.</p>	<p>The Proposed Scheme aligns with the objective as it was designed to reflect the local character and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed or set back. Where possible they will be retained in situ. Proposed or reinstated boundary treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
12.5.2	Dublin Docklands	CUO23	<p>'Poolbeg Hotel, Harbour and Power Station Complex</p> <p>Support the development of the historic Poolbeg hotel, harbour and power station complex for an innovative cultural enterprise that will provide a sustainable future for these historic riverside buildings and provide a range of new facilities for this area of the city.'</p>	<p>The Proposed Scheme does not extend into Poolbeg however the proposal to provide quiet street treatment along York Road and Pigeon House Road as part of the Proposed Scheme will enhance permeability between the quays and the soon to be redeveloped Former Irish Glass Bottle Site.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

1.2 Zoning Objectives

Table 1.1 includes those zoning objectives primarily encountered along the route of the Proposed Scheme.

Table 1.1: DCC Zoning Objectives (DCC 2022)

Zoning Objective	Objective	Summary Descriptive Text
Z1 - Sustainable Residential Neighbourhoods	To protect, provide and improve residential amenities.	The vision for residential development in the city is one where a wide range of accommodation is available within sustainable communities where residents are within easy reach of open space and amenities as well as facilities such as shops, education, leisure and community services. The objective is to ensure that adequate public transport, in conjunction with enhanced pedestrian and cycling infrastructure, provides such residential

Zoning Objective	Objective	Summary Descriptive Text
		<i>communities good access to employment, the city centre and the key urban villages in order to align with the principles of the 15-minute city.</i>
Zone Z2 – Residential Neighbourhoods (Conservation Areas)	<i>To protect and/or improve the amenities of residential conservation areas</i>	<i>Residential conservation areas have extensive groupings of buildings and associated open spaces with an attractive quality of architectural design and scale. A Zone Z2 area may also be open space located within or surrounded by an Architectural Conservation Area and/or a group of protected structures. The overall quality of the area in design and layout terms is such that it requires special care in dealing with development proposals which affect structures in such areas, both protected and non-protected. The general objective for such areas is to protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area.</i>
Z4 – Key Urban Villages / Urban Villages	<i>To provide for and improve mixed-services facilities.</i>	<i>Key Urban Villages form the top tier of centre outside the city centre. They typically have retail outlets of a greater size selling convenience and comparison goods or provide services of a higher order. Urban villages zoned Z4 are typically smaller in scale and provide a more localised role for the daily shopping needs and local services of a residential community. Key Urban Villages and urban villages (formerly district centres) function to serve the needs of the surrounding catchment providing a range of retail, commercial, cultural, social and community functions that are easily accessible by foot, bicycle or public transport.</i>
Z5 – City Centre	<i>To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen, and protect its civic design character and dignity</i>	<i>The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development. The strategy is to provide a dynamic mix of uses which interact with each other, help create a sense of community, and which sustain the vitality of the inner city both by day and night.</i>
Z9 – Amenity / Open Space Lands / Green Network	<i>To preserve, provide and improve recreational amenity, open space and ecosystem services.</i>	<i>Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use. In certain specific and exceptional circumstances, where it has been demonstrated to the satisfaction of the planning authority, some limited degree of residential or commercial development may be permitted on Z9 land subject to the primary use of the site being retained for sporting or amenity uses.</i>
Z11 – Waterways protection	<i>To protect and improve canal, coastal and river amenities</i>	<i>These areas generally include all the waterways and waterbodies in the Dublin City Council area. The purpose of the zoning is to protect the amenity and integrity of these areas including views and prospects into/out of the areas. The coast, canals, and rivers have a role in contributing to the development of a strategic green and blue network and also provide for critical flood management and climate adaption infrastructure. The chapters detailing the policies and objectives for landscape, biodiversity, open space/recreation and standards respectively, should be consulted to inform any</i>

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

2. References

Dublin City Council (2023) Planning Application Search [Online] Available from
<https://planning.agileapplications.ie/dublincity/search-applications/>

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

Planning Report Appendix 2

Planning History

Contents

Appendix 2: Planning History	1
1.1 Introduction.....	1
2. Planning History	2
3. References	75

Appendix 2: Planning History

1.1 Introduction

The following section provides an overview of planning applications for the period 2015-2023. The planning applications listed in Table 2.1 include those that are inside the application boundary and within a 10m buffer of the Proposed Scheme. The information was gathered using the Dublin City Council online planning history search tools and whilst it does provide a good indication of the recent planning history within the application boundary of the Proposed Scheme it cannot be guaranteed that every application has been captured as part of this process.

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

The types of developments that have been identified as part of this process are, in general, relatively minor in nature and include house / office extensions, signage, alterations to access and changes of use. However, there are also larger developments immediately adjacent to the Proposed Scheme comprising mostly of housing redevelopment, mixed use, office and retail uses.

1.1.1 Planning Applications of Note

There are five applications of note that are located adjacent to the Proposed Scheme:

- An application for a Strategic Housing Development City Block 2, Spencer Dock, Site bound by Sheriff Street Upper to the north, Mayor Street Upper to the south, New Wapping Street to the east and a development site to the west Dublin 1 (ABP planning reference 305219) was granted in 2020;
- An application for Strategic Housing Development Lands at Castleforbes Business Park, Sheriff Street Upper and East Road, Dublin 1. (ABP planning reference 308827) was granted in 2021;
- An Application for Strategic Housing Development Maxol Filling Station and a vacant motor sales/service garage (formerly Michael Grant Motors), Beach Road, Dublin 4. (ABP planning reference 310299) was granted in 2021;
- Permission for development for a mixed use development on a site of 15.3 hectares (including some 0.2 hectares of public domain on Sean Moore Road and the junction with Pine Road), focused primarily, but not exclusively, on a net site area of 2.4 hectares (identified as within the A3 Lands) in the Poolbeg West Strategic Development Zone Planning Scheme (April 2019).(DCC reference number PWSDZ3207/21). Decision Granted; and
- Permission for development for a mixed use development (referred to as Phase 1B) on the site of 15.06 hectares including lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4, focused primarily, but not exclusively, on a net site area of 0.76 hectares (identified as within the A3 Lands) in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). Decision Pending

Chapter 21 (Cumulative Impacts & Environmental Interactions) in Volume 2 of the EIAR assesses all plans and projects including any relevant planning applications to have potential for significant cumulative impacts.

2. Planning History

Table 2.1 Extant Planning Permissions

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
DSDZ2072/15 (1)	<p>PROTECTED STRUCTURE: Planning Permission is sought by Ravensburg Ltd. at 81b Sir John Rogerson's Quay, Dublin 2 under the Planning Scheme for the North Lotts and Grand Canal Dock Strategic Development Zone for alterations to previously approved permission Reg. Ref. 3634/13 to amend the permitted uses to provide for the reuse and redevelopment of the existing buildings. The proposed uses incorporates the following facilities:</p> <ul style="list-style-type: none"> (a) ground floor digital/media exhibition space and space; (b) cafe with alfresco dining area (c) technology applications centre (d) research and idea exchange area (e) ancillary recreational and back of house facilities. <p>The development also includes optional new glass lantern rooflights; a new door opening in the West gable; replacement of sliding gates to the existing openings along the North & South facades; installation of a mezzanine gallery and internal balcony; provision of a lift; interactive work spaces; associated staff facilities; services; toilets; signage; lighting; and all other ancillary works within a proposed technology employment centre. No alterations are proposed to the approved boardwalk as approved under Reg. Ref. 3634/13 over the existing quay wall (which is a Protected Structure RPS No. 7542) and the River Liffey.</p>	20/01/2015	16/04/2015	N/A	Granted
DSDZ2142/15	<p>Permission sought for a Parking Guidance Information Sign for The Point Village underground car park, Upper Sheriff Street, by Euro Car Parks (Ireland) Ltd. It shall be internally illuminated, single sided, 1800mm wide x 750 high mounted on a post, overall height 3350mm, located in the pavement at 89/90 North Wall Quay, Dublin 1. This application relates to land within the North Lotts and Grand Canal Dock Strategic Development Zone.</p>	30/01/2015	26/03/2015	N/A	Granted
2173/15 (1)	<p>PROTECTED STRUCTURE: Planning Permission is sought by Ravensburg Ltd, at 81A Sir John Rogerson's Quay, Dublin 2, for a change of use from former marine based industrial/warehouse use to provide an Art Gallery/Exhibition Hall (192 sq.M - cultural recreational use) and a Tea room (60 sq.M). Proposed works to facilitate this development include the provision of a public boardwalk (to match that approved at 81 Sir John Rogerson's Quay under Reg. Ref. 3634/13) over the existing quay wall (which is a Protected Structure RPS No. 7542) and the River Liffey. The balustrade to the boardwalk will also act as a river flood defence barrier. The development also includes provision of rooflights; a new enlarged door opening in the East and West gables; reinstatement of external sliding doors to the existing openings along the North and South facades; installation of a mezzanine level (64 sq.M.); Provision of internal staircases, services; toilets; signage; lighting; and all other ancillary works including SUDS drainage.</p>	05/02/2015	25/03/2015	N/A	Granted
2407/15 (1)	<p>Construction of a building of varying heights from 5 to 9 storeys (13545 sqm gross floor area) over Basement Level (1934 sqm) accommodating: office over Ground to Eighth Floor Levels (9909 sqm net internal floor area), cafe (including ancillary take-away) at ground floor level (454 sq metres net internal floor area) with associated external seating; 2 No.</p>	18/03/2015	26/08/2015	Yes	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	retail or restaurant units (measuring 305 sqm and 417 sqm net internal floor area, respectively); plant room at Eight Floor Level (154sqm); and ancillary floor area over Ground to Seventh Floor Levels (2306 sqm) (ancillary space includes areas such as circulation cores (lifts and stairs), plant areas throughout the building, electrical substations and switchrooms etc.). Roof terraces are provided to the north elevation on the roofs of the Fifth and Sixth Floor Levels, and west and south elevations on the roof of the Seventh Floor Level. The development will also consist of: a new civic space to the north of the site at City Quay; car and bicycle lifts accessed via Gloucester Street South to Basement Level car (30 No. spaces including 1 No. mobility-impaired space), motorcycle (2 No. spaces) and bicycle (138 No. spaces) parking; waste compound; the provision of SUDs' measures, including attenuation tank and green roofs; improvement works to the adjacent public streets, all of which are subject to agreement with Dublin City Council; all hard and soft landscaping; lighting; changes in level; boundary treatments; associated site servicing (foul and surface water drainage and water supply); and all other associated site excavation and site development works above and below ground.				
WEB1092/15	The development will consist of the renovation of an existing single storey terraced house including reinstatement of brick finish to front façade and associated improvements to front elevation, demolition of existing single storey extensions to the rear, the construction of a new single storey extension to the rear and the provision of 2 no. new rooflights to the rear of the main roof of the house and all associated ancillary drainage and landscaping works.	02/04/2015	26/05/2015	N/A	Granted
DSDZ2546/15 (1)	<p>PROTECTED STRUCTURE: Site bounded generally by Sir John Rogerson's Quay to the north (a protected structure), State Street Bank building and Benson Street to the west, Green Street East to the south, and Britain Quay to the east, Dublin 2. The proposed development generally comprises the partial removal and reconfiguration of an existing two level basement and the construction of a mixed-use development with a gross internal area above ground of c.60,589.6 sq m (GFA), including 7 no. blocks (Blocks A - G) ranging in height from 3 to 19 storeys to accommodate: c.35,690 sq.m (GFA) office floor area (Blocks A,B & C) inclusive of atrium space; c.17,561.9 sq m residential floor area (Blocks D, E & F) delivering 204 no. apartments (34no. 1-beds, 140 no. 2-beds and 30 no. 2/3 beds); together with retail units (Blocks E, F); cultural use (Block E, F), residential amenity services (Block E, F), a crèche (Block D) and restaurants (Block D, F, G). Two levels of basement (c.23,781 sq m gfa) will accommodate 391 no. car parking spaces, 650 no. bicycle parking spaces, changing/shower/toilet facilities, storage, services and plant areas. Landscaping will include a new public square (located between Block E & G) and public open space along Britain Quay of the site with improved pedestrian connections.</p> <p>Blocks A & B are adjoining office buildings (8-storeys each), located immediately east of the existing State Street Bank building and south of Sir John Rogerson's Quay. Total gross floor area amounts to c.25,227 sq m, including a central atrium. These buildings will accommodate office use and ancillary facilities over all floor levels, open terrace at Level 7 on northern elevation and plant at Level 7.</p> <p>Block C, office building (8-storeys), located in the southern part of the site bounded by Green Street</p>	07/04/2015	19/10/2015	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>East. Total gross floor area amounts to c.10,463 sq m. Block C connects with Block B at Levels 1 to 7. This building will accommodate office use and ancillary facilities over all floor levels; roof terrace at Level 6 on southern elevation; balcony at Level 7 on southern elevation, as well as plant at Level 7.</p> <p>Block D, residential building (10-storeys), located immediately south of the existing State Street Bank building and bounded by Benson Street and Green Street East. Total gross floor area amounts to c.5,201.7 sq m, accommodating a crèche (c. 154.7 sq m), cafe/restaurant (c.90.6 sq.m) and lobby at ground level; and 51 no. apartments (14 no. 1-bed, 26 no. 2-bed, and 11 no. 2/3-beds); roof terraces at Levels 1 & 8 and associated balconies for each apartment at Levels 2 to 7 and at Level 9.</p> <p>Block E, residential building (10-storeys), located in the eastern part the site, bounded by Britain Quay. Total gross floor area c.9,188.6 sq m providing for 67no. apartments (6 no. 1-bed, 60 no. 2-bed and 1 no. 2/3-beds), with balconies and/ or terrace for each apartment.</p> <p>Block F, residential building (19-storeys), located in the north-eastern part of the site, bounded by Britain Quay and Sir John Rogerson's Quay. Total gross floor area c.9,641.8 sq.m providing 86 no. apartments (14 no. 1-bed, 54 no. 2-bed and 18 no. 2/3-beds) with balconies and/or terrace for each apartment. Blocks E & F are connected up to Level 1 and also accommodate within their total gross floor area a cultural space (c.360.2 sq m), 4 no. retail units (c.498.1 sq m overall) and 2 no. cafe/restaurant units (c.539.5 sq.m) all at ground floor, together with resident amenity facilities at Level 1 (total c.940.6 sq.m) including residents lounge (c.144.6 sq.m), business suite (c.101.1 sq.m), management suite (c.98.3 sq.m), cinema room (c.46.4 sq.m), gym (c.274.9 sq.m) and conservatory (c.61 sq.m).</p> <p>Block G, pavilion building (3-storey), located in the south-eastern part of the site, bounded by Britain Quay and Green Street East. Total gross floor area c.867.5 sq.m, accommodating 2no. cafe/restaurants (c.384.7 sq.m and c.269.8 sq.m) over 3 floors and 2 floors respectively; with a terrace to the north and south of Block G at Level 1, and a roof terrace at Level 2.</p> <p>Vehicular access to the basement car park is provided via the existing access on Green Street East currently serving State Street Bank; local access is accommodated within the scheme by the provision of a new street linking Sir John Rogerson's Quay and Green Street East. All associated site development and landscape works, including provision of civic space and open space, boundary treatment, landscaping and service provision including funnel ventilation structures serving basement car park and also the partial removal and reconfiguration of an existing basement structure, with landscape works and boundary treatment proposed along Sir John Rogerson's Quay (a Protected Structure); all on a site of c.1.93 ha.</p>				
DSDZ2790/15 (2)	<p>PROTECTED STRUCTURE:</p> <p>Planning permission is sought by Ravensburgh Ltd. under the Planning Scheme for the North Lotts and Grand Canal Dock Strategic Development Zone at 81B Sir John Rogerson's Quay, Dublin 2 (adjacent to the existing Liffey Quay wall which is a Protected Structure) for alterations to previously approved developments Reg.Ref. 3634/13 and Reg.Ref. DSDZ2072/15 to provide a glass lantern roof light</p>	15/05/2015	08/07/2015	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	feature over the approved mezzanine level along ancillary works necessary to facilitate the development.				
2849/15	Retention permission of certain structures not built in accordance with planning permission reference no. 2938/11 and permission for development for changes to existing structures to bring them more into line with those structures permitted under planning permission reference no. 2938/11.this includes changes to the position of the wall of the rear elevation on the first floor, internal layout changes on the first floor, changes to windows on the first floor and all associated works.	25/05/2015	08/07/2015	N/A	Granted
2836/15 (1)	PROTECTED STRUCTURE: The site includes protected structures at Nos 4 and 5 Sir John Rogerson's Quay. The permitted development under Reg. Ref: 1057/08 comprises of the demolition of all existing structures on the site, with the exception of the protected structures at Nos 4 and 5 Sir John Rogerson's Quay and the facade at No. 2 Sir John Rogerson's Quay, and the construction of a six storey mixed use development, comprising of office floorspace, own door office/retail floorspace, retail/cafe floorspace, and retail floorspace. The proposed amendments to the permitted development comprise of the following; Amendments to the north, west and south elevations, including revised proposals for the retained facade at No. 2 Sir John Rogerson's Quay and the provision of an increased courtyard space to the north elevation, with the proposed new building setback from the facade of No.2; Relocation of permitted substation from the corner of Creighton Street and Windmill Lane to a new location on Creighton Street; Amendments to internal layouts on all floors (ground to fifth floor), amendments to core location and layout, and omission of central atrium; Marginal increase in floor to ceiling height over each of the permitted 6 no. floors resulting in an increase in overall height of the permitted development. there will be no increase in the permitted number of storeys; Amendment to basement layout, omission of permitted basement access ramp from Windmill Lane and use of existing basement access ramp to the adjoining Observatory building to access the proposed development; Revised design for the reinstatement of No. 6 Sir John Rogerson's Quay; Change of use of the permitted cafe (51 sq.m gross), restaurant (51.6 sq.m gross) and Class1/Class 2 commercial unit (40 sq.m gross) at ground floor of Nos 4, 5 and 6 Sir John Rogerson's Quay, respectively, to office use, and provision of connections between Nos 4, 5 and 6 Sir John Rogerson's Quay; Change of use of the permitted first, second and third floors of Nos 4, 5 and 6 Sir John Rogerson's Quay from 3 no. live/work units to office use (893.5 sq. m gross); Provision of a link at ground, first and second floor level between No. 4 Sir John Rogerson's Quay and the permitted development to the rear (south); Omission of 4 no. Class 1/ Class 2 commercial units (circa 250.5 sq.m gross in total) at ground floor level to Creighton Street and the provision of an own door office/retail unit to Creighton Street (circa 94.5 sq.m gross), a retail/cafe unit (circa 220 sq.m gross) on the corner of Creighton Street and Windmill Lane and 2 no. retail units (of circa 168 and 100 sq.m gross) on Windmill Lane; Omission of setback at permitted fourth floor level to Windmill Lane and alterations to setback at fifth floor level; Revisions to permitted basement layout to provide 26 no. car parking spaces, 205 no. bicycle parking spaces, showers, lockers, plant and associated facilities; All associated and ancillary works. The	22/05/2015	16/07/2015	Yes	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	proposed amended development will comprise of a marginal decrease in floorspace from 13,700 sq.m gross floorspace to circa 13,188.5 sq.m, comprising of circa 12,606.2 sq.m of office floorspace, circa 94.5 sq.m of own door office/retail floorspace, circa 220 sq.m of a retail/cafe floorspace, and circa 268 sq.m of retail floorspace.				
2941/15 (1)	The development consists of an extension to the rear of the building at ground level to cater for additional restaurant area and conference facilities with a new generator room and increased height of water storage tank; an extension to the west of the existing building consisting of 6 floors over ground floor with penthouse floor set back over; an infill extension to the 5th floor at the front; a reconfiguration and extension of the 6th floor; an additional penthouse floor at roof level resulting in a building of 8-storeys; a re-design of the hotel entrance with glazed canopy, and; new granite paving to the front of the hotel.	05/06/2015	30/07/2015	Yes	Granted
DSDZ3056/15	PROTECTED STRUCTURE: The development will consist of the repair and refurbishment of the existing external windows and external facades and will include, 1) The removal of the two existing external metal stairs to the West and North Elevation of the building. 2) General Facade Cleaning works. 3) Repair and Replacement where necessary of broken bricks and repointing of the brick facade. 4) Repair and replacement where necessary of terracotta, sandstone and granite cappings, plinths, stringers and ledges. 5) Repair and replacement where necessary of timber frames, sashes, glazing beads, cords and timber window cills and the stripping of existing degenerated paint finishes and repainting of same. 6) Removal of broken historic glazed units and replacement with Restover or similar approved drawn glass. The application relates to a proposed development within a Strategic Development Zone Planning Scheme area.	23/06/2015	17/08/2015	N/A	Granted
3145/15 (1)	The development will consist of the demolition of the single storey kitchen to the rear, raising the existing front pitched roof to include 2 Velux windows, construction of a flat roofed dormer window in the existing rear pitched roof, enlarging the existing front window, internal alterations to provide a new open plan ground floor living area and a new stairs to 2 attic bedrooms, along with associated site and drainage works.	03/07/2015	24/08/2015	N/A	Granted
3188/15	RETENTION: Retention for Velux roof windows to front.	09/07/2015	24/08/2015	N/A	Granted
3217/15 (1)	Planning permission for the demolition of existing single storey extension to rear, construction of 2-storey extension to rear, with bedroom and en-suite to ground floor and bedroom and bathroom to first floor, raising the roof height to 5.5 meters with new roof-light to front elevation and central light well, new side entrance to pedestrian way, and internal refurbishment.	17/07/2015	04/12/2015	N/A	Granted
3335/15	PROTECTED STRUCTURE: The development consisting of the rear extension at each floor level yielding a floor area increase of 342 sq.m (25 sq.m at ground floor, 76 sq.m on each of the 2nd to 4th floors, and 89 sq.m at the 5th floor) along with associated internal modifications to the existing building. The ground floor extension will be used as kitchens or associated use to the existing restaurant use and the upper floors will be all for office use. The ground floor stone facade to 21 and 22 City Quay is a Protected Structure and the building is located in a conservation area and a zone of archaeological interest.	30/07/2015	18/09/2015	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
DSDZ3350/15 (1)	<p>Planning permission for development at a site bounded by North Wall Quay, New Wapping Street, Mayor Street Upper and Castleforbes Road, Dublin 1 of c.1.875 ha. The development will consist of: demolition of ESB substation (c.50 sq.m) on Mayor Street Upper and partially completed basement structures; construction of a new office building (Block D) of 9 storeys (overall height +42.9m OD including set back top storey, atrium, core and plant) and 7 storeys (overall height +35.1m OD including set back top storey, atrium, core and plant) comprising a total of c.23,882 sq.m gross floor area above podium level; (Block D may operate as a single building or as two separate buildings D1 and D2); external terraces on the seventh and ninth storey of building D1 and seventh storey of building D2; new internal streets to the north, east and west of Block D; a two level basement comprising a total of c.34,680 sq.m gross floor area below ground level with a segregated ramp for bicycle and vehicular access from Castleforbes Road containing 4,360 sq.m of office space at Level -01 relating to Block D and 428 no. car parking spaces, 898 no. bicycle parking spaces, changing/shower toilet areas, storage, services and plant areas over Levels -01 and -02 to serve the proposed development and future development of the site as indicated within the Master Plan submitted with the application for the delivery of the remainder of City Block 8; landscaping works to the new internal streets to the north, west and east of Block D; temporary works and finishes (with fencing) to top of podium area which will be subject to future planning applications for office (Block A) and residential (Blocks B and E) development; temporary construction access to the north of the proposed permanent ramp access to the basement from Castleforbes Road; attenuation, foul and surface water arrangements, all associated site development boundary treatment, services provision and landscaping works. The total gross floor area above and below ground will be c.58,562 sq.m comprising 28,242 sq.m office use and 30,320 sq.m shared basement. This application relates to a proposed development within the North Lotts and Grand Canal Dock SDZ Planning Scheme Area.</p>	31/07/2015	10/11/2015	N/A	Granted
DSDZ3368/15 (1)	<p>PROTECTED STRUCTURE: The application site includes the vacant former British Rail Hotel on 58-59 North Wall Quay, a protected structure (RPS 5838), and associated granite walls, railings, gates, and adjoining setts in cul-de-sac, which are also protected structures (RPS 5839). The development consists of the following:</p> <ul style="list-style-type: none"> - Demolition of two existing buildings of 352 sq.m and 338sq.m respectively on the site to North Wall Quay, known as "Doyle's" Building with an address at 63-64 North Wall Quay, Dublin 1. - Refurbishment of the former British Rail Hotel building (a protected structure) for use as a hotel and the provision of a new 8 storey building, including two setback storeys, plus roof plant to the rear of and connected to the existing British Rail Hotel building to provide an extension to the existing building and to provide a 169 number bedroom hotel with a total gross floor space of circa 6,243 sq.m (excluding ancillary areas at basement level), including restaurant, bar/lounge and conference facilities at ground floor level. A separate retail unit of 32 sq.m gross and a separate cafe unit of 95 sq.m at ground floor level of the new build element of the proposed hotel. The proposed works include the following: demolition of the existing single storey element 	05/08/2015	17/12/2015	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>between the east and west wings, interventions and amendments to the existing building including revisions to the internal layout including removal of existing fabric: repair and upgrade works to the existing structure including internal and external works; the provision of a new roof across the internal courtyard; the provision of glazed walkway, links across the rear courtyard at first and second floor connecting the east and west wings of the existing building and connecting to the new building to the rear; the provision of a glazed bar/ lounge element at fifth floor level equivalent of circa 197 sq.m gross above the courtyard to the rear of the existing building to provide a transition between the existing building and the new extension.</p> <ul style="list-style-type: none"> - Construction of a 9 storey office building, including two setback storeys, plus roof plant, to the south-east corner of the site on the corner of North Wall Quay and New Wapping Street. The total gross floor area of this building will be circa 21,255 sq.m. - Construction of a part 6 part 7 storey mixed use building, including one setback storey, plus roof plant to the north of the site on the corner of Mayor Street Upper and New Wapping Street. The development comprises of 5 no. retail / restaurant / cafe units at ground floor area of 1,270 sq.m a unit of 169 sq.m gross for a community use, together with ancillary uses and circulation at ground floor level, and office floor space at first to sixth floor inclusive comprising of 15,925 sq.m, accessed via a reception area at ground floor level. The total gross floor area of this building will be circa 18,255 sq.m. - Construction of two levels of basement beneath the site (excluding the area beneath the former British Rail Hotel) to serve the overall development, and to accommodate 149 no. car parking spaces, 660 no. bicycle parking spaces, plant staff facilities, storage areas and other associated and related facilities. Vehicular access to the basement will be via ramped access from New Wapping Street. - The creation of a new north-south street and a new east-west street through the site. The southern portion of the new north south street between the hotel building and the office building to the south-east corner of the site will include a glazed canopy, with connections to the protected hotel structure. - Extension of existing (unnamed) cul-de-sac road between former British Rail Hotel building and existing Woolstore building located to the west of the site to connect North Wall Quay and Mayor Street Upper north-south. - Proposed hard and soft landscaping works, including public realm upgrade works along North Wall Quay, New Wapping Street and Mayor Street Upper. - As part of the development there will be an external roof terrace at sixth floor level in Block 7B to the east and south of the 5th floor roof. In Block 7d-2 there will be a roof terrace on the sixth floor to the north east and west and an external terrace at seventh floor to the south, east and west. - Construction of external stairs and lift between the north and south buildings in the New Street to provide access to the car park at lower basement level -1. - The proposed development includes all associated and ancillary works, including site development works. The proposed development comprises of a total proposed gross floor space of circa 47,753 sq.m comprising of circa 8,243 sq.m of hotel including the glazed bar / lounge area and associated uses, circa 				

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	39,510 sq.m office use, circa 1,270 sq.m gross of retail / restaurant floor space, circa 169 sq.m of community use, circa 95 sq.m of cafe use, and circa 32 sq.m gross of retail use, above 2 no. basement levels with a total gross floor space of 10,655 sq.m. The application relates to a proposed development within a Strategic Development Zone Planning Scheme area.				
DSDZ3382/15	KW Real Estate plc on behalf of KW Real Estate Fund VIII intends to apply for permission at a site of c.0.9 hectares, for proposed development comprising: - The demolition and removal of part of an existing partially completed double basement structure, with floor area measuring c. 4,550 sq.m at basement level -1 and c. 5,345 sq.m at basement level -2; and all ancillary site development works. The proposed demolition works at this site are also subject of a concurrent planning application for mixed-use development under Dublin City Council Register Reference DSDZ2546/15. This application relates to proposed development located within the North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme area.	07/08/2015	29/09/2015	N/A	Granted
DSDZ3410/15 (1)	Targeted Investment Opportunities PLC (an umbrella fund with segregated liability between sub-funds, for and on behalf of South Docks Fund, a sub-fund of Targeted Investment Opportunities PLC) Intend to apply for permission. The proposed development consists of modifications to permitted development DSDZ3864/14. These are: Alterations to basement - (a) addition of basement level -2 of 390 sq.m to accommodate water storage facilities relocated from permitted basement level -1 (b) reduction in size of permitted basement level -1 by 495 sq.m. All as a result of reducing the extent of basement underneath the proposed Chocolate Park. Relocation of permitted vehicular access to basement to Britain Quay with alteration to design of public realm. Alterations to internal layout of permitted café / retail unit, office unit and residential entrance lobby at ground floor. Retail / café is increased from 203 sq.m to 236 sq.m, office unit is reduced from 137 sq.m to 78 sq.m. Residential lobby is relocated 12 metres to the south. Provision of ground floor unit for the provision of bicycle parking. Relocation of entrance lobby to offices on Sir John Rogerson's Quay to centre of front (north) facade with alterations to internal layout of offices, reception area and access core (stair/lifts). Relocation of ESB substation on Britain Quay. Alterations to permitted apartments to include reconfiguration of building line to internal courtyard, internal layouts and of balcony areas. Alterations to permitted west and south facades results. The number of apartments is increased from 58 to 61 (1 bed units increased from 9 no. to 12 no., 2 bed units increased from 34 no. to 38 no. and 3 bed units decreased from 15 no. to 11 no.). Apartments range in size from 56 sq.m to 150 sq.m. All of the above results in an increase in building gross floor area above ground of 266 sq.m to 19,986 sq.m. Building heights remain as permitted. Total no. of car spaces remain as permitted at 84 with 61 now for residential use and 23 for office / commercial. Total no. of bicycle spaces increase by 3 to a total of 156 spaces. Associated revisions to landscaping at roof terrace and internal courtyard.	12/08/2015	06/10/2015	N/A	Granted
DSDZ3475/15	The proposed development comprises: Within a site area of c.6,331 sq.m: Demolition and removal of part of an existing partially completed double basement structure (c.1,933 sq.m at basement level -1 and c.1,883 sq.m at basement level -2, and including part	24/08/2015	16/10/2015	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	of existing access ramp at basement level -2); Reconfiguration of basement car park at levels -1 and -2 (total floor area 5,289 sq. m at basement level -1 and c.5,289 sq.m at basement -2), resulting in: revised internal circulation maintenance of same number of existing car parking spaces, addition of 112 no. bicycle parking spaces addition of 12no. motorbike spaces, addition of 10no.new shower cubicles and relocation of plant, water storage tank and ESB switch room; Construction of a new floodwall to the west of the existing floodwall with the latter to be subsequently removed; and within a site area of c. 2,026 sq.m adjoining Britain Quay: Provision of a temporary surface car park providing 71 no. car parking spaces (to temporarily replace existing 71 no. spaces at basement level -2) and 56 no. covered bicycle parking spaces for use by the State Street building during the demolition and reconstruction of part of the existing access ramp to basement level -2. The proposed demolition works at the site are also subject of a concurrent planning application for mixed use development under Dublin City Council Register Reference DSDZ2546/15. This application relates to a proposed enabling works within the North Lotts & Grand Canal Dock Strategic Development Zone Planning Scheme area.				
DSDZ3609/15	<p>PROTECTED STRUCTURE:</p> <p>1. The site is located to the north and west of the existing protected structures - the North Wall Road station (LMS Building), 73 North Wall Quay (RPS 5840) and the Woolstore (RPS 5837).</p> <p>The development consists of the following:</p> <p>1) Temporary landscape works and temporary structure to form a new outdoor events space to the rear of the Woolstore and North Wall Road station (LMS Building) to include 6 no. shipping containers with overall gross floor area of 135 sq. metres (maximum height of 2.4m) for use as multi use kiosks to accommodate café / restaurant / food and beverage / retail / craft / market vendors / community / cultural and artistic use.</p> <p>2) Facilities and space for performance, cultural, artistic and music events, markets, exhibitions and outdoor cinema.</p> <p>3) Outdoor chess, table tennis and boules area and new seating.</p> <p>4) Single storey toilet block with a gross floor area of c. 47 sq. metres.</p> <p>5) External landscaped seating area to serve existing North Wall Road Station Building (LMS Building) (A Protected Structure).</p> <p>6) Revised ground surface level throughout and additional planting, trees and landscaping.</p> <p>7) Upgrade works and landscaping to existing Civic Park to include enhanced planting and trees, new pedestrian paths, children's play, seating, and bicycle parking (12 no. of spaces), Landscaping works to replace and integrate construction compound to south east corner of existing park.</p> <p>8) The application relates to a proposed development within a Strategic Development Zone Planning Scheme area.</p>	11/09/2015	05/11/2015	N/A	Granted
DSDZ3632/15 (1)	Paul McCann and Steve Tennant, Joint Statutory Receivers, acting for the Specified Assets of Henry A. Crosbie c/o Grant Thornton, 24-26 City Quay, Dublin 2 intend to apply for permission for a development at a site of 1.1507 ha at the junction of North Wall Quay and East Wall Road, Dublin 1. The site is bounded by North Wall Quay to the South, East Wall Road to the	15/09/2015	24/03/2016	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>East, the 3Arena to the West and The Point Village District Centre to the North. The overall site is located within City Block 5 and 10, as identified in the North Lotts & Grand Canal Dock SDZ Planning Scheme. The development consists of the following: Construction of a commercial office building ranging in height from 8 storeys to 17 storeys (including one level of plant) at the northern end. The total gross floor area above ground of this building will be circa 19263 sq.m. The building is raised at ground level to 8m and supported by three elliptical cores. Access via dedicated northern and southern glass entrance foyers. As part of the development there will be an external roof terrace and plant at eighth floor level. Construction of one level of basement beneath the proposed commercial building connecting to the existing constructed basement beneath the Point Village Square (as constructed under Section 25 DD478) accommodating 300 bicycle parking spaces, plant, staff facilities, storage areas and other associated facilities. Cycle access to the basement will be via a dedicated, access controlled cycle ramp in the central core. Reconfiguration of the existing basement level -1 beneath the Point Village Square to facilitate 48 No. car parking spaces at -1 level, plant, storage areas and other associated facilities. This will also involve associated structural reconfiguration of existing basement levels -2 and -3. Vehicular access to the basement will be via the existing ramped access on Sheriff St servicing the Point Village District Centre. The reconfiguration of the basement will involve the removal of the existing external stairs from the Point Village Square to existing underground bar located at -1 level. Construction of 14.5m high restaurant/bar glass box with mezzanine level located within the Point Village Square. The total above ground gross floor will be circa. 519.4 sq.m. Permission is also sought for revisions to the Point Village Square Public Realm including proposed hard and soft landscaping works. This includes a new bus shelter, taxi shelter, 5 number glass screens and the relocation of existing Point Village Signage on East Wall Rd. The proposed development includes all associated and ancillary works, including site development works.</p>				
DSDZ3630/15	<p>The development will consist of: 1. Demolition of existing buildings and other structures on the site including part of the existing warehouse structures at 89-90 North Wall Quay (c.330sq.m) and the former Chetham warehouse at Mayor Street Upper (c.1,527 sq.m); the existing wall to the east of Macken House; and a toilet facility north of Mayor Street Upper.</p> <p>2. The construction of a new north-south street of 330 linear metres as approved in the North Lotts & Grand Canal Dock Strategic Development Zone Planning Scheme 2014 connecting North Wall Quay and Sherriff Street Upper comprising a 16 to 18 metre wide corridor to include: vehicle carriageway, footpaths, car and bicycle parking, hard and soft landscaping; accesses to City Blocks 5, 9 and 10A to the east and west; signalised junctions and reconfiguration of existing road layouts at North Wall Quay and Sherriff Street Upper; a revised layout and signalised junction at the intersection of the proposed new street and the Luas Line on Mayor Street Upper; a new footpath layout on Mayor Street Upper between Castleforbes Road and the new street; and relocation of existing utility micropillars associated with the operation of the Luas located immediately to the north of Mayor Street Upper to a position further north on the new street.</p>	15/09/2015	09/11/2015	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	3. Permission is also sought for all ancillary site and development works, public lighting, directional signage, traffic signals, surface water drainage, underground services infrastructure and temporary hoarding to secure City Blocks 5, 9 and 10.				
DSDZ3650/15 (1)	<p>Permission for temporary development of a site at Park Lane, Spencer Dock, Dublin 1. This application relates to proposed development within the North Lotts and Grand Canal Dock Strategic Development Zone (within Block 2A & 2C of Planning Scheme). The development, comprising 1,900sq.m (0.19 hectares) will consist of a temporary entrance and access road from Park Lane to lamród Eireann's North Wall Yard, via an underpass beneath Sheriff Street Upper. The development will include a new gated entrance (28m frontage opening) to be constructed north of Mayor Street on the eastern side of Park Lane. The private access road is generally 8m in width and 150m in total length, part of which is an existing private road previously constructed by lamród Eireann. Lighting, fencing, CCTV and vehicle management controls will be implemented at the entrance and along the route. The facility will only permit access to empty private coaches. In order to facilitate construction of the new entrance and access road, and for a short period of 1-2months, construction traffic will access the site from an existing entrance and access road to the site from New Wapping Street. The development will operate principally during daytime periods (0700 to 1900), Monday to Friday) to accommodate commuter and tourist coaches. However, the development will also occasionally operate during weekends and evening/night time periods for special events (sports, concerts, etc). It is intended to utilise the former North Wall Freight Depot as a Coach Parking Facility on a temporary basis until the lands are necessary for the construction of DART Underground, for which a Railway Order has been approved. This application is also subject to a concurrent and inter-related planning application for a coach parking facility to the north of Sheriff Street Upper, which is on lands outside the Grand Canal and North Lotts Strategic Development Zone.</p>	18/09/2015	10/11/2015	N/A	Granted
DSDZ3652/15	<p>PROTECTED STRUCTURE: David Hughes and Luke Charleton of Ernst & Young, Ernst & Young Building, Harcourt Centre, Dublin 2, Joint Receivers acting for Spencer Dock Development Company Ltd. (In receivership and in liquidation) intend to apply for permission for development at a site known as the LMS Building (A Protected Structure) at Spencer Dock, North Wall Quay, Dublin 1. Planning permission is sought for the temporary period of 5 years for the refurbishment and a change of use of the ground floor and area of rear courtyard of existing disused LMS building (Protected Structure) to restaurant/bar use.</p> <p>The refurbishment and conversion works to the existing structure are to include construction of new floor to ground floor; temporary change of use of existing ground floor vacant office space to restaurant/bar and kitchen facilities; remodeling of existing sanitary facilities on the ground floor to comply with accessibility requirements; demolition of minor internal dividing walls on the ground floor; remodeling of entrance doors to comply with fire safety requirements; new ducts and risers for provision of M&E services and new two storey external plant enclosure with associated boiler flu, external louvers and cowls; general painting and decorating throughout. Planning permission is also sought for external site hard landscaping works to the</p>	18/09/2015	18/02/2016	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	north of the existing building to accommodate an outdoor terrace, provision of new illuminated signage onto the facade of the building, lighting and construction of a new canopy in location of pre-existing canopy over the main entrance doors to street facade. This application relates to a proposed development within the North Lotts & Grand Canal Dock SDZ Planning Scheme Area.				
DSDZ3686/15 (1)	Planning permission for the subdivision of the existing 468sq.m gross retail unit at Unit C5 into 2 no. units and the change of use of one of the units (167sq.m) to restaurant/cafe/winebar use and the change of use of the second unit (301sq.m) to office use for a temporary period of 5 years and the insertion of 2 no. fire exit doors to the southern elevation and associated elevational amendments at Unit C5, located at ground floor level to the north-west corner of Kilmore House, Park Lane and Mayor Street Lower, Spencer Dock, Dublin 1. The application relates to a proposed development within a Strategic Development Zone Planning Scheme Area.	23/09/2015	10/11/2015	N/A	Granted
DSDZ3775/15 (1)	PROTECTED STRUCTURE: The development will consist of restoration works to brick facade on north elevation of a protected structure to include, localised repairs and replacement of damaged bricks, relaying of existing stone parapet, rebuilding section of existing brick and stone pediment including new stabilising structural works, localised crack repairs and repointing of entire facade. Located in the North Lotts & Grand Canal SDZ.	07/10/2015	25/11/2015	N/A	Granted
3877/15	Permission is sought for (i) 1 no. non-illuminated sign at ground floor level on the north elevation (ii) 1 no. non-illuminated sign at ground floor level on the east elevation, (iii) a proposed non-illuminated temporary sign at fourth floor level for a temporary period of one year, (iv) provision of planter boxes for soft landscaping at ground floor level on the north elevation and (v) replacement of 2 no. existing entrance canopies, one on the east elevation and one on the north elevation, including 1 no. uplit sign above the proposed replacement northern canopy.	23/10/2015	08/12/2015	N/A	Granted
DSDZ3875/15	William G.O'Riordan and Declan McDonald of PWC (Joint Statutory Receivers of Wintertide Limited) intend to apply for permission for development at this site (0.75ha) formerly known as the "Tedcastles Site" at 91-94 North Wall Quay, Mayor Street Upper and Point Square, Dublin 1. (Lands bound by North Wall Quay to the south, the 3 Arena to the east, the Point Luas Stop/Point Square to the north and a derelict building at 89-90 North Wall Quay to the west). This application relates to a proposed development within the North Lotts & Grand Canal Dock Strategic Development Zone Planning Scheme 2014. The development will consist of demolition of all existing structures on the site including the existing 2 storey office building (380sq.m) and former warehouse facade fronting North Wall Quay and construction of a 7-9 storey (6-8 storeys plus setback level) over basement office development with a gross floor area of 38,137sq.m. The accommodation will consist of office and ancillary accommodation over seven to nine levels designed for single or multiple tenancies and provided across two linked blocks. The southernmost Block measures 24,802sq. and is accessed from North Wall Quay. The northernmost Block measures 13,335sq.m and is accessed from Point Square and a new north-south street proposed to run along the western boundary of the site linking	23/10/2015	11/12/2015	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	North Wall Quay and Sheriff Street Upper. (Note: This proposed new street is subject to a separate planning application currently under consideration - Reg. Ref. DSDZ3630/15). The ground floor of the office block fronting North Wall Quay incorporates a cultural space (145sq.m) ancillary to the main office use with a separate entrance to North Wall Quay and provision for an internal entrance from the office foyer. A retail/commercial unit (164.sq.m) is provided at ground floor level at the northwest corner with frontage to Point Square and a separate entrance on the western elevation with provision for an internal entrance from the office foyer. External terrace areas are provided at sixth and eighth floor levels extending to 113sq.m and 105sq.m respectively. A landscaped space separates the blocks and accommodates a ramped access from the proposed north-south street to a service area and the basement level. Combined basement accommodation (2,652sq.m) includes office storage; plant rooms; circulation and ancillary office accommodation; 89no. car parking spaces and 355no. bicycle parking spaces. Permission is also sought for ground level service area accessed from the proposed north-south street, hard and soft landscaping within the development and on the adjoining area of Point Square to the north including provision for emergency vehicle set down, external lighting, ESB substation and all ancillary site and development works.				
3999/15 (2)	The modification of a previously approved Planning Permission (Reg.Ref.: 3145/15). The proposed modification refers to the restriction of the bedroom use of the room at first floor level to the front of the house, imposed by condition 2 of this permission. The development will consist of the amendment of the previously granted Planning Permission (Reg.Ref. 3145/15) by the omission of Planning Condition 2 which states: 'The room shown at first floor level, to the front of the building shall not be used as a bedroom.'	11/11/2015	08/01/2016	N/A	Granted
4030/15 (2)	PROTECTED STRUCTURE: Permission for alterations to a previously approved development Reg Ref. 2173/15, to provide a glass lantern roof light feature 16.4 metres long over the approved mezzanine level and reduction in size of an approved apex roof light, along with ancillary works necessary to facilitate the development. The proposed glass lantern roof-light will match the scale and detail of the glass lantern roof-light approved for the adjoining building at 81B Sir John Roberson's Quay under Reg Ref DSDZ2790/15.	17/11/2015	14/01/2016	N/A	Granted
DSDZ4345/15 (1)	PROTECTED STRUCTURE: Applicant: KW Real Estate plc on behalf of KW Irish Real Estate Fund VIII. Site of c. 0.49 hectares bounded generally by Sir John Rogerson's Quay to the north (a Protected Structure), State Street Bank building and Benson Street to the west, Green Street East to the south and Britain Quay to the east, Dublin 2. Revisions to permitted development under Reg.Ref.: DSDZ2546/15 comprising amendments to Blocks A & B only. The development proposed comprises the following design modifications to Blocks A & B (office use); overall increase in height of Blocks A & B to accommodate the construction method to be used (+400 mm overall arising from this); inclusion of projecting viewing terrace ('hero deck') at Level 07 of Block B, with consequential elevational amendments; alterations to the external terraced areas at Levels 07 and 08 of Blocks A & B (involving both additions and	23/12/2015	24/02/2016	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	omissions); removal of Brise Soleil on western elevation of Block A; amendments to the elevational treatment of Block B, including relocation of entrance on northern elevation, the relocation of doors to ESB Sub-Station and relocation of ventilation funnels at eastern elevation; relocation and adjustment of roof plant from the front (north) of Blocks A and B at Level 08 to areas behind (south) of stair core; extension of lift and stair cores to provide access and escape to Level 08 (roof) of Blocks A & B, together with screen to external roof plant area (Level 07 & 08); adjustments and re-organisation of ancillary accommodation at Level -1 (1,814 sq.m) and Level -2 (1,397 sq.m) resulting in the increased provision of employee welfare facilities and the decrease in basement plant area. There is no change to the basement area overall; overall lowering of basement levels by 250 mm at basement Level -1 (new level +0.050 m) and by 200 mm at basement Level -2 (new level of -2.900 m); arising from all of the above the floor area of Block A increases to approx. 14,548 sq.m (GFA) (c.11,915.7 sq.m net area) and Block B increases to approx. 11,915.7 sq.m (GFA) (c. 9,337.8 sq.m net area). This application relates to proposed development located within the North Lotts & Grand Canal Dock Strategic Development Zone Planning Scheme area.				
DSDZ2242/16	<p>David Carson, Statutory Receiver of Crossman Properties Limited (In Receivership) and David Carson acting as Statutory Receiver of Chinook Investments (In Receivership), intend to apply for planning permission for development at a site of 1.44 ha (City Block 9) bound by North Wall Quay to the south, Castleforbes Road to the west, Mayor Street Upper to the north and vacant land to the east, and site of 0.57 ha (City Block 3) bound by Mayor Street Upper to the south, New Wapping Street to the west, Sheriff Street Upper to the north and the existing Northbank Apartment development and vacant land to the east.</p> <p>The development consists of the following:</p> <ul style="list-style-type: none"> - In City Block 9, the demolition of 5 no. vacant buildings with a gfa of 7,363 sq.m including a former retail showroom, 3 no. warehouse premises and a three storey office building- the former premises of Dublin Maritime Limited. Demolition of existing boundary wall and fence on Castleforbes Road/ Mayor Street Upper and demolition of existing boundary wall between the former Tile Style warehouse and former Dublin Maritime Office building/ - In City Block 3 the demolition of 4 no. vacant buildings with a gfa of 5,948 sq.m located to the west of the site including 3 no. light industrial/ warehousing/ manufacturing buildings and the former Stewarts garage premises. - The proposed development includes all associated and ancillary works, including site development works. <p>The application relates to a proposed development within a Strategic Development Zone Planning Scheme area.</p>	12/02/2016	07/04/2016	N/A	Granted
DSDZ2476/16	<p>Permission for the installation of new railings totaling approximately 100 metres in length including the replacement and adjustment of sundry existing railings at the western boundary of Spencer Dock Apartments (between Mayor Street and Sheriff Street Upper), Spencer Dock, Dublin 1. This application relates to a proposed development within the North</p>	11/03/2016	28/04/2016	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	Lotts & Grand Canal Dock SDZ planning scheme area.				
2605/16 (1)	The development will consist of a single storey side extension to the property with internal modifications and all ancillary works.	04/04/2016	14/06/2016	N/A	Granted
DSDZ2607/16 (1)	<p>PROTECTED STRUCTURE: The development will consist of the demolition of all existing structures on site, sewer diversion works and boundary treatments including:</p> <ul style="list-style-type: none"> * Demolition of the single storey red brick structure fronting Sir John Rogerson's Quay (nos. 20-24); * Demolition of brick perimeter wall extending along Lime Street; * Demolition of warehouse structures located behind buildings fronting Sir John Rogerson's Quay and adjoining Whitaker Lane; * Demolition of two-storey brick built warehouse both fronting and gabling onto Lime Street and associated perimeter walls and storage buildings at Lime Court; * Demolition of former commercial buildings located behind buildings fronting Hanover Street East and yards associated with the established use; * Demolition of walls to level of existing eastern boundary wall at Whitaker Lane frontage; * Trunk sewer diversion works along Lime Street to Hanover Street East junction; * Site boundary protection to all frontages and weather protection to exposed building perimeters. <p>The application relates to a proposed development within the North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme area.</p>	04/04/2016	29/07/2016	N/A	Granted
DSDZ2609/16 (2)	<p>PROTECTED STRUCTURE: The development will consist of:</p> <ul style="list-style-type: none"> - The demolition of existing structures on side including the red brick single storey building fronting Sir John Rogerson's Quay (nos. 20-24) and annexes to the rear of the 3-storey original office building fronting Sir John Rogerson's Quay (nos. 25-27); - Change of use from offices to retail/ non-retail services at ground, 1st and 2nd floors and associated internal alterations to the 3-storey structure at 25-27 Sir John Rogerson's Quay; - Construction of a mixed use development in a building extending to 7-storeys (over lower ground & basement level), including retail/ non-retail services at ground floor, and commercial office development throughout the remainder of the proposed building fronting Sir John Rogerson's Quay and Lime Street; - Terraces at fifth and sixth floors and roof level plant room; - Gym, changing facilities, bicycle parking, storage and waste storage at lower ground floor level; - Car parking and plant rooms at basement level; - Vehicular entrance to basement from Lime Street; - All other ancillary site development proposals including sewer diversion works, boundary treatments and landscaping. - Commercial and Retail signage. <p>The application relates to a proposed development within the North Lotts and Grand Canal Dock Strategic Development Planning Scheme area.</p>	04/04/2016	04/08/2016	N/A	Granted
DSDZ2608/16 (3)	<p>PROTECTED STRUCTURE: The development will consist of the demolition of all existing structures on the site including the red brick single storey building fronting Sir John Rogerson's Quay (nos. 20-24). The</p>	04/04/2016	08/08/2016	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	development will consist of the construction of a 6-7 storey (over lower ground and basement level) mixed use residential development to accommodate:> 91 no. residential units over ground to sixth floor levels comprising 7 no. 1 bedroom/ studio apartments, 34 no. 2 bedroom apartments, 36 no. 2 bedroom duplex apartments and 14 no. 3 bedroom apartments; > Balconies on west (Lime Street) and east elevations and facing into internal courtyard;> Gym, community room, waste storage area and stores at lower ground floor level;> Vehicular entrance to basement from Lime Street;> Provision of basement car parking and bicycle parking;> All ancillary site works, services and landscaping including a new west-east pedestrian route linking Lime Street to Whitaker Square;> Ancillary signage. The application relates to a proposed development within the North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme area.				
2640/16	Planning Permission for the following works at 44, Pigeon House Road, Ringsend, Dublin 4. The demolition of the existing extension to the rear of the existing terraced dwelling and the construction of a two storey extension to the rear of the existing dwelling with extended pitched roof at front, two Velux windows to front and rear, Rooflights and all associated site works.	11/04/2016	07/07/2016	N/A	Granted
2923/16 (2)	Irish Life Assurance plc intends to apply for planning permission for development at a site of c. 0.42 ha. The proposed development includes demolition of the existing front entrance to the blocks and its replacement with an extended new entrance, a complete redesign of the front entrance plaza and replacement of all of the existing reflective and opacified glass with clear glass throughout both blocks. The application includes the following main elements: 1) Demolition of existing four storey-quadrant-shaped entrance element (20.600 m high, 214 sq.m) to the front of Blocks C and D, including the quadrant-shaped set-back fifth floor with pitched metal roof; 2) Construction of a new extended orthogonal-shaped entrance element (20.860 m high, 840 sq.m) comprising a central raised five-storey high glass box element and flanking four-storey stone-framed element with set-back fifth floor, all with clear glazing; 3) Removal of the existing colonnaded pergola and railings (including the central stone gateway element) at street level enclosing the front entrance plaza; 4) New hard and soft landscaping to the entrance plaza including the extension of the steps fronting onto George's Quay, installation of planters and benches, installation of glass balustrades and foldable glass screens to visually open up the plaza and provision of lighting of the plaza at night-time; 5) Replacement of all existing reflective and opacified glazing to the Block C and D facades with clear glazing; 6) Temporary removal (for duration of works) of part of two bus stop/ coach set-down areas along east side of Moss Street South (subject to agreement with Dublin City Council; and 7) All associated and ancillary development and site works above and below ground.	20/05/2016	08/07/2016	N/A	Granted
2931/16 (3)	PROTECTED STRUCTURE: Planning Permission is sought for alterations to previously approved developments Reg. Ref. 2173/15 and Reg. Ref. 4030/15. The alterations comprise:	23/05/2016	14/07/2016	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>(i) replacement roof with the ridge height increased by 1.05 metres and provision of 2no. apex roof lights;</p> <p>(ii) approved mezzanine level extended to 169sq.m;</p> <p>(iii) feature clerestory glazing below the eaves level on the south and north elevations;</p> <p>(iv) 1.9 metre diameter aluminum framed circular window to the east and west elevations;</p> <p>(v) additional 4no. high level steel framed windows on northern elevation;</p> <p>(vi) approved entrance doors on east and west elevations reduced in width from 3.5 metres to 3.0 metres, and provision of level access, with cobble stone finish, to both of these entrances; and</p> <p>(vii) all ancillary works necessary to facilitate the development.</p>				
DSDZ3111/16 (2)	<p>Targeted Investment Opportunities ICAV (an umbrella fund with segregated liability between sub-funds, for and on behalf of South Docks Fund, a sub-fund of Targeted Investment Opportunities ICAV) intend to apply for permission for development at this site of c.0.469 ha.</p> <p>The proposed development consists of modifications to permission Ref. DSDZ3864/14 (As amended by modification permission Ref.DSDZ3410/15) as follows:</p> <ul style="list-style-type: none"> - Redesigned plant/ services area in Basement -2. Revised layout for Basement -1 to now provide 97 no. car spaces, 120 bicycle spaces, 5 no. motorcycle spaces with redesigned ramp and revised plant/ service areas, shower/ WC facilities, storage, waste management and ancillary areas. - Revised café/ retail unit at ground floor (now c. 189 sq.m). Replacement of own door offices accessed from Britain Quay with larger office over 2 floors (ground & mezzanine) totaling c. 1,837 sq.m. - Redesigned office reception and minor internal modifications to permitted office building accessed from Sir John Rogerson's Quay. Total office floor area in the proposed scheme now c. 11,183 sq.m. - Revised residential proposal with the number of apartments increased from 61 to 72 no. (14 no. 1-bed, 44 no. 2-bed and 14 no. 3-bed) ranging in size from c. 51 sq.m to 111 sq.m. - Elevation and entrance modifications. ESB substations relocated to Britain Quay side. Redesigned residential communal areas including revised courtyard now located at podium and accessed from 2nd floor. - Increase in the total gross floor area of development to c. 19,510 sq.m. Overall building height ranges from 7 to 11 storeys. - All associated site development, boundary treatment, services provision and landscaping works. 	14/06/2016	08/08/2016	N/A	Granted
DSDZ3177/16	<p>Permission for the installation of a rooftop solar photovoltaic array (136 sq.m) and associated electrical infrastructure on the exiting office block (block 1) at Portview House, Corner of York Road and Thorncastle Street, Ringsend, Dublin 4. This application relates to a proposed development within the North Lotts and Grand Canal Dock SDZ Planning Scheme area.</p>	23/06/2016	12/08/2016	N/A	Granted
3241/16 (2)	<p>RETENTION: The development consists of the retention of replacement signage changing the brand name from 'Jurys Inn' to 'Hilton Garden Inn' as follows:</p>	01/07/2016	25/08/2016	Yes	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>- North elevation - two sets of internally illuminated letters and logos positioned at 19 m and 2.5 m above ground level.</p> <p>- South elevation - three sets of internally illuminated letters and logos positioned at 22.5 m, 15.5 m and 3.7 m above ground level and one stainless steel name panel 1 m above ground level adjacent to the front entrance.</p> <p>- East and west elevation - one set internally illuminated letters and logo positioned 16 m above ground level on both elevations.</p>				
DSDZ3356/16	The development will consist of the change of use from office use to financial services with ancillary office use, the erection of internally illuminated signage, the installation of manifestation signage to the glazing, the rebranding of the existing totem pole and all associated site works. The application relates to land within the North Lotts and Grand Canal Strategic Development Zone.	18/07/2016	31/08/2016	N/A	Granted
3364/16 (1)	<p>Planning permission for a proposed development at the existing office building at 25-28, North Wall Quay, Dublin 1, D01 H104. The proposed development comprises of the following:</p> <p>(i) A six storey extension to the rear (north) of the existing building to provide an extension to existing floor plates from ground to fifth floor, including relocation of existing plant room on part of the fifth floor to the roof of the proposed extension, and provision of green roof to part of the new extension. The proposed extension will provide an additional gross floor area, excluding plant room, of 1,690 sq.m. The proposed extension will result in the loss of 15 no. existing surface car parking spaces.</p> <p>(ii) Extension to the front (south) elevation at sixth storey (fifth floor) level to provide an extension to the existing floor plates, including provision of an accessible rooftop terrace on the roof of the sixth storey (fifth floor) level. The extension to the south at sixth storey (fifth floor) level will provide a gross additional floor space of 83 sq.m.</p> <p>(iii) Provision of additional 18 no. bicycle parking spaces, changing and locker room facilities at existing basement level.</p> <p>(iv) All associated and ancillary works, including associated internal alterations including amendment to basement level, site infrastructure and landscape works. The proposed development will provide an additional 1,773 sq.m gross floor space, increasing the total gross floor space of the building from 12,090 sq.m gross to 13,863 sq.m gross, excluding basement area.</p>	19/07/2016	08/09/2016	N/A	Granted
DSDZ3528/16 (3)	PROTECTED STRUCTURE: Development under the Planning Scheme for the North Lotts and Grand Canal Dock Strategic Development Zone at this site (adjacent to the existing Liffey Quay wall which is a Protected Structure). Development will comprise the installation of a new external door with brick head on the northern elevation of the existing technology/ office building, providing for direct access between the approved café to the boardwalk.	12/08/2016	29/09/2016	N/A	Granted
3537/16 (4)	Planning permission is sought by Ravensburg Ltd. 81A, Sir John Rogerson's Quay, Dublin 2 (adjacent to the existing Liffey Quay Wall which is a Protected Structure) for alterations to works previously approved under Reg. Ref. 2173/15, Reg. Ref. 4030/15 and Reg. Ref. 2931/16, as part of the conservation refurbishment, redevelopment and	15/08/2016	03/10/2016	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>reuse of the existing marine based industrial/warehouse building, comprising</p> <p>(i) approved mezzanine level increased in area by 29sq.m to a total of 198sq.m;</p> <p>(ii) provision of 3no. apex roof lights on the approved new roof;</p> <p>(iii) reinstatement of 2no. timber sliding screens on southern elevation;</p> <p>(iv) new external door opening with brick head on northern elevation, providing access to the boardwalk from the approved tea rooms;</p> <p>(v) 2no. new painted timber screens on northern elevation;</p> <p>(vi) new external door opening with brick head on southern elevation.</p> <p>Permission is also sought for part change of use from marine based industrial/ warehouse to office/ employment, with the part use of the building for tea rooms approved under Reg. Ref. 2173/15 being retained. No alterations are proposed to the proposed boardwalk as approved under Reg. Ref. 2173/15 over the existing quay wall (which is a Protected Structure RPS Ref. 7542) and the River Liffey.</p>				
DSDZ3552/16 (5)	<p>Development of c. 0.37 ha. The development will consist of the demolition of a business premises (280 sq.m) and the construction of Block E over a single level basement (17,068 sq.m). Block E will consist of: 124 no. apartment units; 3 no. units to accommodate a mix of uses to include café/ deli, retail and non-retail services (Class 1), professional services (Class 2), medical or health services (Class 8) (160 sq.m, 95 sq.m and 125 sq.m); 1 no. restaurant (335 sq.m); 1 no. management office (60 sq.m); 1 no. business centre (150 sq.m); 1 no. ESB substation (15 sq.m); and modifications to the basement permitted under Reg. Ref. DSDZ3350/15 to enable a single level basement extension under Block E (2,130 sq.m) to accommodate car parking spaces, bicycle parking spaces, storage, utilities, cores and plant associated with Block E and the proposed development as set out in the Master Plan submitted with the application for the delivery of City Block 8. The residential element of Block E will consist of 3 no. buildings above podium level: Building E01 will consist of 11 storeys fronting onto North Wall Quay with an overall height of +46.125 mOD; Building E02 will consist of 7 storeys fronting onto North-South City Street with an overall height of +34.485 mOD; and Building E03 will consist of 7 storeys fronting onto Castleforbes Road and East-West Lane with an overall height of +33.875 mOD. Block E will accommodate 25 no. 1-bedroom, 78 no. 2-bedroom and 21 no. 3-bedroom apartments all with private balconies over podium level; communal roof gardens at levels +06 and +07 on Building E02 (190 sq.m); and communal courtyard at ground level (1,320 sq.m).</p> <p>This application also includes for: temporary construction access to the north of the proposed permanent ramp access to the basement from Castleforbes Road as permitted under Reg.Ref. DSDZ3350/15; attenuation, foul and surface water arrangements; and all associated site development boundary treatment, services provision and landscaping works.</p> <p>This application relates to a proposed development within the North Lotts and Grand Canal Dock SDZ Planning Scheme area.</p>	17/08/2016	18/01/2017	N/A	Granted
DSDZ3686/16 (2)	<p>Paul McCann and Steve Tennant, Joint Statutory Receivers, acting for the Specified Assets of Henry A.</p>	09/09/2016	03/11/2016	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>Crosbie c/o Grant Thornton, 24-26 City Quay, Dublin 2 intend to apply for permission for development at this site of 1.1507 ha. The site is bounded by North Wall Quay to the South, East Wall Road to the East, the 3 Arena to the West and the Point Village District Centre to the North. The overall site is located within City Block 5 and 10, as identified in the North Lotts & Grand Canal Dock SDZ Planning Scheme.</p> <p>The development consists of revisions to permitted development of the Exo Building under Reg. Ref. DSDZ3632/15 comprising minor amendments.</p> <p>The proposed development comprises the following design modifications:</p> <ul style="list-style-type: none"> - Relocation of the permitted cycle access ramp from the central core to a dedicated cycle access stair with integral channel to the east of the permitted glass box onto East Wall Road. - Reduction of the permitted -1 basement under the Exo Building from 1588 sq.m to 430 sq.m and relocation of proposed plant, cycle parking and facilities to the existing basement level -1 and -2 beneath the Point Village Square. This will result in a reduction of permitted car-parking spaces from 48 to 42. - Modification to the internal layout of the permitted restaurant/ bar glass box including the incorporation of a controlled lift opening onto the Point Village Square from the car-parking and bicycle parking at basement -1. - Modification to permitted undercroft of the Exo Building to incorporate new openwork industrial panels at soffit level. - The proposed revisions also include internal layout amendments to permitted cores of the Exo Building which include relocation of escape doors and removal of the mezzanine level in the northern core. 				
DSDZ3831/16	<p>David Carson of Deloitte, Statutory Receiver of Crossman Properties Limited (In Receivership), intend to apply for planning permission for development at this site. The development consists of the demolition of the former Hales Freight building with a total GFA of approximately 1,846 sq.m and all associated and ancillary site development works. The development does not include sub surface demolition.</p> <p>The application relates to a proposed development within a Strategic Development Zone Planning Scheme area.</p>	29/09/2016	23/11/2016	N/A	Granted
DSDZ4019/16 (2)	<p>Permission for the subdivision of the existing 468 sq.m gross retail Unit C5 into 2.no units and the change of use of one of the units (163 sq.m) to restaurant/cafe/winebar use and the change of use of the second unit (305 sq.m) to office use for a temporary period of 5 years and the insertion of 2 no. fire exit doors to the southern elevational and associated elevation amendments at Unit C5.</p>	28/10/2016	13/12/2016	N/A	Granted
DSDZ4079/16 (1)	<p>PROTECTED STRUCTURE: No. 82 is a former warehouse building and a Protected Structure on the corner with Castleforbes Road, and No. 81 (also a Protected Structure) was last used as a bar at ground level with residential accommodation over. Permission is sought to use both buildings as a single 58 bedroom hotel with ancillary hotel services. The development seeks to retain the original elements of No. 82 which are confined to external walls, entrance door and windows of No. 82 and all parts of No. 81.</p> <p>It is proposed to remove mid-20th century elements comprising ground floor concrete slab; upper floor slabs and supporting columns; concrete ring beam</p>	04/11/2016	06/01/2017	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>and lintels; steel roof structures and asbestos roofing in No. 82, the warehouse building. An additional two floors with a planted flat roof will be provided above the existing eaves level of No. 82, resulting in a five storey building. The exterior upper floors will be clad using a series of Corten steel fins arranged vertically either side of the window openings. It is also proposed to provide a two-storey basement to a reduced footprint of the main structure at No. 82. The asbestos/ metal clad asymmetrical roof with roof lights to the single storey annex to the west of No. 82 will be open with a glass canopy to the west.</p> <p>No. 81 will be restored to its previous use at Ground Level as a bar with 7 boutique hotel bedrooms located at both Levels 1 and 2. The non-original single-storey structure to the rear is to be removed. A single-storey annex to the west of No. 81 will be provided, accommodating the entrance to the proposed bar, seating area and sanitary facilities. A garden will be reinstated to the rear. A new single access point at ground floor level will link the two buildings internally.</p> <p>Conservation works in No. 82 will include removal of mid-20th Century elements, the repair and reinstatement of historic features both internal and external. A new structure will be inserted independent of historic walls to align with existing fenestration. Conservation work in No. 81 will include the repair and reinstatement of the former premises to its previous condition.</p> <p>The main hotel entrance will be from North Wall Quay. The ground floor and two basement floors at No. 82 will contain the hotel communal facilities, including reception, café, bar and meeting and conference facilities. A restaurant and bar will occupy the top floor. The three intermediary floors will accommodate 51 bedrooms with 7 further bedrooms in No. 81. The completed building will have an internal floor area of 3,836 sq.m.</p> <p>This application relates to a proposed development within the North Lotts and Grand Canal Dock SDZ Planning Scheme area.</p>				
4156/16 (2)	<p>PROTECTED STRUCTURE: Permission for amendments to the development permitted under Reg. Ref: 2836/15 (An Bord Pleanála Ref: PL29S.245313) for a mixed use development at a site of circa 0.576 ha on lands at Nos 1,2,3,4,5 and 6, Sir John Rogerson's Quay, No 21's and 22 Windmill Lane and No.17 Creighton Street (also known as 16-25 Creighton Street), and the existing Observatory Building at 7-11 Sir John Rogerson's Quay, Dublin 2. The site includes protected structures at No.4 (RPS Ref:7544) and No. 5 (RPS Ref: 7545) Sir John Rogerson's Quay and the facade of No. 2 (RPS Ref: 7543) Sir John Rogerson's Quay.</p> <p>The proposed amendments to the permitted development comprise of the following:</p> <p>(i) At lower ground floor level, minor amendments to the permitted layout to accommodate 31 no. fully accessible car parking spaces(previously permitted as 26 no. spaces plus 5 no. friendly spaces);</p> <p>(ii) At ground floor level, minor amendments to permitted internal core layout resulting in minor modification to the adjacent retail unit;</p> <p>(iii) At the south-west corner (Creighton Street/Windmill Lane corner) at ground floor level, minor amendments to elevational treatment;</p> <p>(iv) Minor increase of the ground floor level of the Creighton Street/ Windmill Lane corner by 0.05 to 0.15 metres;</p>	18/11/2016	17/01/2017	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	(v) Provision of photovoltaic panels at roof level; (vi) Increase of 6 sq.m in the total gross floor area as a result of amendments to core/ elevational treatment; (vii) All associated and ancillary works.				
WEB1489/16	Planning permission sought for Retention of change of use from garage to living accommodation and alterations to facade.	29/11/2016	01/02/2017	N/A	Granted
4298/16 (3)	The development consists of alterations to permission approved under Planning Authority Ref. 2941/15 and An Bord Pleanala Ref. PL29N. 245385 consisting of alterations and provision of plant at roof level and minor alterations to the permitted north elevation (rear) at 6th floor level.	09/12/2016	10/02/2017	N/A	Granted
DSDZ4330/16 (4)	The development will comprise 3no. new signs consisting of (i) 2no. high level signs with internally illuminated steel hexagon logo and back-lit brushed stainless steel lettering to the eastern side gable and northern (quay side) elevations; and (ii) 1no. projecting double-sided internally-illuminated sign with stainless steel cut-out lettering on southern (street side) elevation; and all ancillary works necessary to facilitate the development.	14/12/2016	10/02/2017	N/A	Granted
4446/16 (3)	PROTECTED STRUCTURE: Permission for amendments to the development permitted under Reg. Ref: 2836/15 (An Bord Pleanála Ref: PL29S.245313) for a mixed use development at a site of circa 0.576 ha on lands at Nos 1,2,3,4,5 and 6, Sir John Rogerson's Quay, No 21's and 22 Windmill Lane and No.17 Creighton Street (also known as 16-25 Creighton Street), and the existing Observatory Building at 7-11 Sir John Rogerson's Quay, Dublin 2. The site includes protected structures at No.4 (RPS Ref:7544) and No. 5 (RPS Ref: 7545) Sir John Rogerson's Quay and the facade of No. 2 (RPS Ref: 7543) Sir John Rogerson's Quay. The proposed amendments to the permitted development comprise of the following: No. 4 and No. 5 Sir John Rogerson's Quay (Protected Structures) and No. 6 Sir John Rogerson's Quay Change of use of ground floor of No's 4 and 5 Sir John Rogerson's Quay from office to cafe/ bar/ restaurant with ancillary storage/ preparation area located at basement level; The reconfiguration of the existing stairs in No. 5 Sir John Rogerson's Quay at ground to first floor to its original position; The omission of the stairs in No. 4 Sir John Rogerson's Quay; The provision of openings at all levels of No's 4 and 5 Sir John Rogerson's Quay; The alteration of the lift location in No. 6 Sir John Rogerson's Quay; Alterations to the rear facade of No's 4 and 5 Sir John Rogerson's Quay; All associated ancillary works. 2No Units on Windmill Lane change of use of 1 No. retail unit with a GFA of 101sq.m to office change of use of 1 No. retail unit with GFA of 155sq.m to office/ cultural/ recreational unit and minor reduction in floor area as a result of reconfiguration of stair core and creation of a link from the unit to the development at the rear on Sir John Rogerson's Quay;	22/12/2016	24/02/2017	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	All associated and ancillary works.				
2009/17 (1)	Demolition of existing single storey extension, and the construction of a new two storey extension to the rear of the existing terraced house, 3 no. new rooflights to the front of the main roof and associated elevational alterations, the raising of the ridge height of the existing roof by approx. 950 mm, the provision of a new stairs, associated internal remodeling, repair and refurbishment of the existing dwelling and its elements, and all associated site works.	05/01/2017	01/03/2017	N/A	Granted
DSDZ2014/17 (1)	Under the Planning Scheme for the North Lotts and Grand Canal Dock Strategic Development Zone. Development will consist of the demolition of an existing single storey building and the construction of a new eight-storey mixed-use development, comprising: i) Café/ retail use, with new shop front, at ground floor level; ii) 7 no. two-bedroom apartments on above-ground floor levels (1 no. apartment on each floor) with private terraces/ balconies to each apartment; communal landscaped roof garden; apartment entrance lobby, bicycle store and bin store at ground floor level; iii) plant/ lift core at roof level; iv) drainage and all associated site works necessary to facilitate the development.	05/01/2017	22/05/2017	N/A	Granted
DSDZ2043/17 (4)	PROTECTED STRUCTURE - The development will consist of modifications to the development permitted under planning Reg. Ref. DSDZ2609/16. The permitted development provides for demolition of existing structures on site and construction of a 7-storey (over lower ground and basement level) mixed use commercial development. The proposed modifications consist of:- omission of basement level -02 and reconfiguration of lower ground floor level -01 to accommodate car and cycle parking and staff facilities; Change of use part of ground floor from permitted retail/non-retail services to office, Change of use of part of ground floor from permitted office to create a new retail/non-retail services unit fronting to Lime Street; Reconfiguration of central core area at all levels; Internal alterations to 1st and 2nd floors of existing building at 25-27 Sir John Rogerson's Quay to accommodate relocated toilets and kitchen; Reconfiguration of permitted substation and switch room; Associated changes to elevations and all ancillary site works and services. The application relates to a proposed development within the North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme Area.	12/01/2017	04/05/2017	N/A	Granted
DSDZ2042/17 (5)	PROTECTED STRUCTURE: The development will consist of modifications to the development permitted under planning reg. ref. DSDZ2608/16. The permitted development provides for demolition of existing structures on site and construction of a 6-7 storey (over lower ground and basement level) residential development of 91. no. residential units. The proposed modifications consist of:- Re-organisation of internal layout to provide 100 no. residential units (a net gain of 9units) comprising 13 no. 1 bedroom/studio apartments, 35 no. 2 bedroom apartments, 39 no. 2 bedroom duplex apartments and 13 no. 3 bedroom apartments; Associated elevational changes to windows and provision of additional balconies to west (Lime Street) and east (Whitaker Lane) elevations and facing into internal courtyard; Omission of basement level-02 and reconfiguration of lower ground floor level -01 to accommodate	12/01/2017	04/05/2017	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	community room, gym, car and cycle parking spaces and bin stores and a retail/non-retail services unit at street level, fronting onto Lime Street at the south west of the development; Revised landscaping to the internal courtyard including changes to alignment of new west-east pedestrian route linking Lime Street to Whitaker Square and all ancillary site works and services. The application relates to a proposed development within the north lotts and Grand Canal Dock Strategic Development Zone Planning Scheme area.				
2050/17 (4)	<p>PROTECTED STRUCTURE: Amendments to the development permitted under Reg. Ref. 2836/15 (An Bord Pleanála Ref.: PL29S.245313) for a mixed use development at a site of circa 0.576 ha. The site includes protected structures at No. 4 (RPS Ref.: 7544) and No. 5 (RPS Ref.: 7545) Sir John Rogerson's Quay and the facade of No. 2 (RPS Ref.: 7543) Sir John Rogerson's Quay.</p> <p>The proposed amendments relate to minor amendments to the permitted office development on the corner of Windmill Lane and Creighton Street and are as follows:</p> <ul style="list-style-type: none"> -Amendment to the permitted fourth and fifth floor (over ground) layout resulting in an additional 89.7 sq.m of overall gross floor space; -Minor amendment to western facade as a result of amendments to fourth and fifth floors; -Provision of a 4.3 metre high sliding, folding oak clad gate to screen the approved ESB sub-station on the west elevation; -All ancillary and associated works. 	13/01/2017	05/04/2017	N/A	Granted
2485/17	Attic conversion to non-habitable space, with a dormer window to the rear.	16/03/2017	02/05/2017	N/A	Granted
2570/17 (4)	The development consists of a sign consisting of internally illuminated letters and logo positioned at c. 23.6 m above ground level on the south (front) elevation replacing a permitted larger sign located on the rooftop.	28/03/2017	22/05/2017	N/A	Granted
DSDZ2661/17 (2)	<p>PROTECTED STRUCTURE Planning Permission for development at a site of 1.35 hectares located at the junction of North Wall Quay and New Wapping Street, Spencer Dock, Dublin 1. The site is bound to the north by Mayor Street Upper, to the east by New Wrapping Street, to the south by North Wall Quay and to the west by an unnamed street. The application site includes the vacant former British Rail Hotel on 58-59 North Wall Quay, a protected structure (RPS 5838), and associated granite walls, railings, gates, and adjoining setts in cul-de-sac, which are also protected structures (RPS 5839). The development consist of the following:</p> <p>The Proposed development comprises of a total proposed gross floor area of c. 66,599 sq. m. (including basement), comprising of c. 9,205 sq. m. of hotel and associated uses, c. 46,184 sq. m. office use and retail/cafe/restaurant floorspace of c. 873 sq. metres, above a lower ground floor and 2no.basement levels (including a sub-basement level).</p> <p>Building 1A and Building 1B Office and 1B Hotel: Refurbishment of the former British Rail Hotel building (a protected structure) (Building 1A) for use as offices with restaurant of 683sq. m. at ground and lower ground floor level with a total gfa of c. 2,688 sq. m. The provision of a new 8 storey building (Building 1B Office /Hotel), including two setback storeys, plus roof plant over lower ground floor to the rear of and</p>	07/04/2017	05/09/2017	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>connected to the existing protected structure (1A) to provide office accommodation with a total gfa of c. 6,703 sq. m and hotel accommodation including entrance foyer, reception and ancillary accommodation including restaurant, conference facilities and leisure centre with a total gfa of c. 1,851 sq. m. This building will be connected to Building 2 to the north by way of 8 pedestrian links.</p> <p>The proposed works to the protected structure include the following demolition of existing single storey element between the east and west wings, interventions and amendments to the existing building including revisions to the internal layout including removal of existing fabric; repair and upgrade works to the existing structure including internal and external works; the provision of a new roof across the internal courtyard; c. 67 sq. m. extension of lower ground floor level; new lift from lower ground floor to third floor; new emergency escape stairs attached to east wing.</p> <p>Building 2; Construction of a 9 storey building (with mezzanine floor accommodating office floorspace provided between ground and 1st floor onto Mayor St.), including two setback storeys, plus roof plant over lower ground floor to the northwest of the site with a gfa of c. 8,497 sq. m. The development accommodates retail/restaurant/cafe use (c. 190 sq. m.) at ground floor level and hotel/office floorspace on the other floors. A total of 212 bedrooms to be provided.</p> <p>Building 3; Construction of a 7 storey building (with mezzanine floor provided between ground and 1st floor onto Mayor St.), including one set back storey plus roof plant over lower ground floor to the north east of the site with gfa of c.9,546 sq. m. The development is at the corner of Mayor Street and New Wapping Street and will accommodate office floorspace with associated ancillary uses.</p> <p>Building 4. Constuction of a 9 storey office building, including two setback storeys, plus roof plant, to the south-east corner of the site on the corner of North Wall Quay and New Wapping Street reducing to 7 storeys (including 1 setback storey). to the proposed east west street over lower ground floor. The total gfa of this building will be c. 26,977 sq. m. The office floor space will connect with Building 1B to the west from levels 2 to 5.</p> <p>Construction of two levels of basement beneath the site including a sub-basement level to serve the overall development and to accommodate 168 no. car parking spaces, 1,000 no. bicycle parking spaces, plant, staff facilities, storage areas and other associated and related facilities. Vehicular access to the basement will be via a ramped access from New Wapping Street. Separate cycle access to be provided from Mayor St. Upper and the proposed new east west street in the site.</p> <p>The creation of a new north-south street and a new east-west street through the site. The new north-south street between the hotel/office Building 1A and 1B and the office Building 4 will be covered by a glazed canopy creating an enclosed atrium space.</p> <p>Extension of existing (unnamed) cul-de-sac road between former British Rail Hotel Building and existing Woolstore building located to the west of the site to connect North Wall Quay and Mayor Street Upper north-south. Upgrade of public footpaths on North Wall Quay, New Wapping St. and Mayor St. Upper.</p> <p>As part of the development there will be external roof terraces on the western elevation at 6th floor level of Building 1B: southern elevation of Building 4 at 7th</p>				

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>floor level and on the northern elevation of Building 2 and 3 at 6th floor level. Green terrace provided to the office space linking Building 1B Building 4 at 3rd to 5th floor levels.</p> <p>The proposed development includes all associated and ancillary works, including site development works, substations, CCTV and all hard and soft landscaping.</p> <p>The application relates to a proposed development within a Strategic Development Zone Planning Scheme Area.</p>				
DSDZ2673/17 (3)	<p>Targeted Investment Opportunities ICAV (an umbrella fund with segregated liability between sub-funds, for and on behalf of South Docks Fund, a sub-fund of Targeted Investment Opportunities ICAV) intend to apply for permission for development at this site of c0.469 ha at No. 76 Sir John Rogerson's Quay, Dublin 2. The proposed development consists of modifications to permission Ref. DSDZ3864/14 (As amended by modification permission Ref DSDZ3111/16) as follows: Omission of permitted Basement -2 (plant area) and revisions to permitted Basement -1 to now provide 98 car parking spaces, 184 bicycle parking spaces, 5 no. motorcycle spaces, plant/service areas, shower/WC facilities, storage, waste management and ancillary areas. Revisions to permitted ground floor to provide redesigned residential reception/lobby; cafe (c.105 sq.m); resident's gym (c.75 sq.m) and resident's entertainment room/retail unit (c.105 sq.m). Minor elevational changes. All associated site development, boundary treatment, services provision and landscaping works. This application relates to a proposed development within the North Lotts & Grand Canal Dock SDZ Planning Scheme Area.</p>	11/04/2017	02/06/2017	N/A	Granted
DSDZ2723/17 (5)	<p>Permission is sought by Tenable Networks Security Ireland Limited for development under the Planning Scheme for the North Lotts and Grand Canal Dock Strategic Development Zone at 81B Sir John Rogerson's Quay, Dublin 2 (adjacent to the existing Liffey Quay wall which is a Protected Structure). Development will consist of 2 no. high level signs, consisting of 1 no. sign to the eastern side gable elevation and 1 no. sign to the northern (river side) elevation. Each sign will comprise back - lit brushed stainless steel lettering and back-lit brushed stainless steel hexagon logo; and all ancillary works necessary to facilitate the development.</p>	19/04/2017	13/06/2017	N/A	Granted
DSDZ2968/17	<p>RETENTION: Retention permission for an existing 3.1m high, lean to steel structure covered over with plastic coated polyester membrane roof over existing external deck 21.5m² with vertical blinds to provide covered seating area. Site is situated in the North Lotts and Grand Canal Dock Strategic Development Zone.</p>	22/05/2017	14/07/2017	N/A	Granted
2998/17 (1)	<p>Planning permission for development at a site of c. 0.21 ha (c.2,131 sq m) at 24-26 City Quay, Dublin 2 (D02 NY19). The proposed development will consist of extensions above the rear (south part) of the existing office development at 4th floor and 5th floor level, resulting in an overall floorspace increase of c. 898 sq m; and increase in building height from 5 storeys to 6 storeys above ground at the rear (resulting in an overall building height of c.23.5m - plus rooftop plant). The proposal comprises: an additional c.42 sq m of office space at 4th floor level and new facade / elevational treatment including structurally-bonded double glazing with anodised aluminium brise soleil; c.856 sq m of office space at 5th floor level, and associated terrace space (at the</p>	25/05/2017	19/07/2017	Yes	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	southern elevation). An open-air screened plant area (c.295 sq m) is proposed on the roof of the 5th floor, screened by reflective polycarbonate panels (2.65 metres high) and an existing stairwell extended upwards to access this area for plant maintenance purposes. An additional 32 No. bicycle spaces with shower, locker room, drying room and toilet facilities will be provided at basement level (total cycle parking spaces will therefore be 96 No. spaces, with no increase in the existing 30 No. car spaces). The proposal includes all ancillary development and site works above and below ground.				
3123/17 (3)	Permission for signage at a site of c. 0.42 ha; the (former) Ulster Bank Group Centre, Blocks C and D, George's Quay, Dublin 2 (D02 Y098), (now known as 1GQ). The development will include: a single free-standing, illuminated, powder-coated aluminium totem sign (11m high by 1m wide), positioned at the main entrance plaza from George's Quay; which identifies the location as 1GQ. The development will also include: 2 No. powder-coated aluminium letter signs (set 1.9m above ground-level and measuring 1.6m high by 0.57m wide, approximately) on the columns at each side of the main entrance doorway (resulting in two column signs in total); and all ancillary site works above and below ground.	12/06/2017	28/09/2017	N/A	Granted
3162/17 (2)	To amend a previously permitted mixed-use office, café, retail/ restaurant scheme (Dublin City Council - Reg.Ref. 2407/15; ABP Ref. PL29S.245492 - the 'parent permission') on a site of 0.24 hectares. The development proposes modifications to the permitted scheme which will consist of: the omission of the permitted Lower Basement Level (183 sq.m); an increase in the size of the permitted Basement Level by 50 sq.m (from 1,986 sq.m permitted to 2,036 sq.m now proposed); the reconfiguration of the internal layout of the permitted building from Basement to Eighth Floor Levels to include amendments to the office space, retail/ restaurant units, café unit, car and bicycle parking (which includes for a reduction in cycle parking spaces), ancillary space (ancillary space includes areas such as circulation cores (lifts and stairs)), plant areas throughout the building, electrical substations and switchrooms, toilets and shower areas etc.) etc.; the provisions of external lighting to the north east and west facades; alterations to the permitted roof terraces (permitted on the north elevation at the Fifth and Sixth Floor Levels and on the south elevation of the Fifth and Seventh Floor Levels), including the provision of landscaping; reduction in the depths of the internal mullion thickness of the facade around the permitted building's perimeter; alterations to the permitted building's elevations at Ground Floor Level and upper levels; removal of the roof to the permitted plant room at Eighth Floor Level; extensions to the permitted panels screening the Eighth Floor Level plant areas; an increase in the height of the parapet on the roof of the Seventh Floor Level; and associated alterations to permitted hard and soft landscaping and permitted site servicing (foul and surface water drainage and water supply). The changes result in an increase in office floor area by 300 sq.m net internal floor area (9,654 sq.m permitted to 9,954 sq.m proposed), an increase in the retail/ restaurant floor area by 43 sq.m net internal floor area (214 sq.m and 418 sq.m, respectively, permitted to 300 sq.m and 375 sq.m respectively, proposed), an increase in ancillary floor area by 171 sq.m (from 2,425 sq.m permitted to 2,596 sq.m proposed) and a reduction in the size of the café by 122 sq.m net internal floor area (from 422 sq.m permitted to 300 sq.m proposed). The overall gross	15/06/2017	09/08/2017	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	floor area of the building is proposed to increase from 13,279 sq.m (excluding Basement Level of 183 sq.m) as permitted to 13,525 sq.m (excluding the Basement Level of 2,036 sq.m) now proposed.				
3231/17 (5)	The development consists of alterations to the service yard and penthouse level approved under Planning Authority Ref. 2941/15 and An Bord Pleanála Ref. PL29N.245385. The alterations include revisions to storage areas in rear yard, relocation of cycle parking, provision of air conditioning units and new ESB substation, change of materials at penthouse level from aluminium cladding render and other minor ancillary works.	23/06/2017	17/08/2017	N/A	Granted
DSDZ3291/17 (2)	RETENTION; The development consists of amendments to the development permitted under DCC Reg. Ref. DSDZ3350/15 (phase 1 Block D). The amendments to be retained comprise; reconfiguration of Block D2 entrance comprising the replacement of the permitted lattice column with a "V" shaped column, the rotation of the permitted recess setback at level 0 and level 1, replacement of double revolving doors with single revolving door at level 0 and relocation of foyer light well at level 1; replacement of permitted light well void areas at level 1 of Block D2 with additional office floor space; minor alterations to metal side panels of a number of windows openings on north, west, east and south elevations removal of 2 no. entrance doors at recess along the east elevation at level 0; removal of 2no. accommodation staircases between level 1 and level 0 (1no. from block D1 and 1 no. from block D2); provision of 20no. sliding doors to provide access to terraces with 6 no. sliding doors at level 8 (9th storey) of Block D1, 1 no. sliding door at level 7 (8th storey) of block D1, 6no. sliding doors at level 6 (7th storey) of block D1and 7no. sliding doors at level 6 (7th storey)of Block D2;minor alterations to location of entrance door along west elevation at level 0 in order to accommodate ESB substation; associated amendments to internal layout; and minor modifications to landscaping. The amendments increase the floor area of Block D by 67 sq.m from c 28,242sq.m to c 28,309sq.m.	30/06/2017	22/08/2017	N/A	Granted
3452/17	RETENTION & PERMISSION: Planning permission for indefinite retention of the two existing rooflights on the front roof and proposing three additional rooflights on the front roof.	19/07/2017	12/09/2017	N/A	Granted
3563/17 (1)	PROTECTED STRUCTURE: The proposed development will consist of the removal of the existing CHQ building signage and existing intergraded signage and the erection of the proposed signage as follows: Proposed (Street) Elevation South; 1 no. internal illuminated sign suspended inside the south glazed wall; 4 no. hanging internal flags / banners; Adjustment to existing 4 no. stainless steel flagpoles to include rigid fixing to display EPIC graphic content; Provision of LED exterior profile light (green) to sit into existing trough in facade. West facade; Painted mural including wave motif on south west facade; 2 no. EPIC, The Irish Emigration Museum signs, at north west and south west corner with halo illuminated lighting; 2 no. circular CHQ signs, at north west and south west corner with halo illuminated lighting; EPIC sign mounted over main south west entrance to the museum with internally illuminated letters; Glazing decal with wave motif at south west emergency exit and in the glazing at the main south	02/08/2017	26/09/2017	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>west entrance; Solid granite bench with EPIC logo sculpture (on western facade facing south).</p> <p>North facade; 1 no. circular CHQ sign to the east side of the canopy over the north entrance with halo illuminated lighting; 2 no. entrance signs located on each side of the north entrance; Glazing decal with wave motif applied to glazed front doors and canopy.</p> <p>East Facade 2 no. EPIC, The Irish Emigration Museum signs at north east and south east corner with halo illuminated lighting; 2 no. circular CHQ signs at north east and south east corner with halo illuminated lighting.</p>				
3710/17 (1)	<p>The development will consist of demolition of the existing ground floor meeting rooms (c. 159 sq m) and provision of an additional c.942 sq m at ground to 7th floors to provide a new conference/meeting room area, and an additional 40 hotel bedrooms (bringing the overall total to 209). East facing terrace to serve one of the hotel rooms at 7th floor . All associated works to the existing hotels and all associated landscaping , drainage works and site services provision.</p>	24/08/2017	18/10/2017	Yes	Granted
WEB1458/17	<p>Replacement of the existing internally illuminated, double sided, scrolling 'Metropanel' advertising display with a double sided digital 'Metropanel' advertising display. The proposed structure has an overall height of 2.882 m, a depth of 0.255 m and a width of 1.438 m.</p>	29/08/2017	23/10/2017	N/A	Granted
DSDZ3779/17	<p>i, David Carson, Statutory Receiver, acting for Crossman Properties Limited (In Receivership) c/o Deloitte, 29 Earlsfort Terrace, Dublin 2, D02 AY28 in tend to apply for a ten year permission for development at a site of 1.08 ha at North Wall Quay and Mayor Street Upper, Dublin 1. The site bounded by North Wall Quay to the South, undeveloped lands to the East, Castleforbes Road to the West and Mayor Street Upper to tje North. The overall site is located within City Block 9, as identified in the North Lotts & Grand Canal Dock SDZ Planning Scheme.</p> <p>The development consists of the following:</p> <p>1. A ten year permission for the construction of 2 No. residential buildings ranging in height from 6 storeys to 11 storeys, a with a total gross floor area above ground of circa 41,364.4 sqm accommodating 420 no. apartments comprising 113 no 1 bed units, 242 no. 2 bed units and 65 no. 3 bed units. The development also provides for a crèche of c 281.4 sq. metres and 4 no. cafe/restaurant/retail units with a total floor area of 763.5 sq. metres.</p> <p>The breakdown of accommodation is as follows:</p> <p>Block 9A with GFA of c. 17,246.2 sq.m. to the south of Mayor Street Upper is a 6 to 8 storey building including setbacks, accommodating 189 no. apartments comprising 59 no. 1 bed units, 115 no. 2 bed units, 15 no. 3 bed units. The development includes a crèche of 281.4 sq. m. and a cafe unit of 35.5 sq.m. at ground floor level onto Mayor Street Upper. A roof garden is provided on the southern elevation.</p> <p>Block 9C with a GFA of 24,118.2 sq. m. to the north of North Wall Quay is a 6 to 11 storey building, including setbacks, accommodating 231 no. apartments comprising 54 no. 1 bed units, 127 no. 2 bed units and 50 no. 3 bed units. The development includes 3 No. Cafe/ Restaurant/Retail units (with areas of 255.1 sq.m, 237.1 sq.m and 235 sq.m) at ground floor level onto North Wall Quay. A roof garden is provided on the western elevation. Balconies are provided on elevations of all the</p>	04/09/2017	19/12/2017	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>apartment blocks and both buildings are located around central courtyards.</p> <p>2. Construction of one level of basement beneath the residential buildings, accessed from a secure ramp on Castleforbes Road, accommodating 450 bicycle parking spaces, 288 car parking spaces, plant, storage areas and other associated facilities.</p> <p>3. The development also includes for a new pocket park of 760 sq., accessed from a new pedestrian route from Castleforbes Road and a new north-south pedestrian route centrally located through Block 9 connecting North Wall Quay and Mayor Street Upper.</p> <p>4. The application includes all site landscaping works, signage, and associated and ancillary works, including site development works.</p>				
DSDZ3780/17	<p>David Carson Statutory Receiver, acting for Crossman Properties Limited (in receivership) c/o Deloitte, 29 Earlsfort Terrace, Dublin, D02 AY28 intend to apply for a ten year permission for development at a site of 0.91 ha at North Wall Quay and Mayor Street Upper Dublin 1. The site is bounded by North Wall Quay to the South, undeveloped lands to the West, the new north-south road to the East and Mayor Street Upper to the north. The overall site is located within City Block 9, as identified in the North Lotts & Grand Canal Dock SDZ Planning Scheme.</p> <p>The development will consist of the following:</p> <p>1. A ten year permission for the construction of 4 no. commercial office buildings ranging in height from 6 storeys to 8 storeys. The total gross floor area above ground is circa 35,883 sq.m. The breakdown of accommodation is as follows:</p> <p>Block B1 is 6-7 storeys in height with Gross Internal Area (GIA) GIA of 7,456 sq.m, and external terrace on the south western elevation.</p> <p>Block B2 is 6-7 storeys in height with GIA of 7,601sq.m, external terrace on the south western elevation and a retail/café unit of 175 sq.m onto Mayor Street Upper.</p> <p>Block D1 is 6-8 storeys in height with GIA of 10,218sq.m, and external terrace on the northern elevation.</p> <p>Block D2 is 7-8 No storeys in with GIA of 10,608 sq.m, and external terrace on the northern elevation.</p> <p>2. Construction of one level of basement beneath the proposed commercial building accommodating 360 bicycle parking spaces, 90 car parking spaces, plant, storage areas and other associated facilities, with access from the new north-south road to the east</p> <p>3. The development also includes a public plaza, located onto North Wall Quay between Block D1 and D2, accessed from North Wall Quay, a new pedestrian route from the new north-south street to the East and a temporary new north-south pedestrian route centrally located through Block 9 connecting North Wall Quay and Mayor Street Upper.</p> <p>4. The planning application includes all site landscaping works, signage, and associated and ancillary works, including site development works.</p>	04/09/2017	19/12/2017	N/A	Granted
3801/17	<p>Development consists of pole mounted antenna, dishes and other equipment, equipment cabinets, cables and ancillary works at roof level of the hotel. the development will form an integral part of the Vodafone and Meteor's integrated wireless broadband telecommunications networks.</p>	07/09/2017	01/11/2017	N/A	Granted
DSDZ3805/17	<p>The development will consist of the following;</p>	07/09/2017	11/12/2017	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>Demolition of all existing structures on site including 2-storey office building (c.380 sq.m).</p> <p>Construction of a 7-9 storey building (with mezzanine) providing c.18,679 sq.m of offices with two entrances to North Wall Quay, retail unit (c.84 sq.m), cultural / community space (c.230 sq.m).</p> <p>30 under-croft car parking spaces, 266 bicycle spaces with changing rooms, showers, and lockers, service yard, and courtyard (to be accessed from the new street currently under construction to the west (Reg. Ref. DSDZ3630/15)).</p> <p>2 No. ESB substations / switch rooms (total c.64 sq.m).</p> <p>All ancillary service plant and storage areas.</p> <p>Total gross floor area c.25,440 sq.m.</p> <p>All associated site development, landscaping, boundary treatment works, and infrastructural services provision.</p> <p>This application modifies existent permission Ref. DSDZ3875/15.</p> <p>There is also a concurrent planning application on the remainder of the application site for an apart-hotel development.</p> <p>This application relates to a proposed development within the North Lotts 7 Grand Canal Dock SDZ Planning Scheme area.</p>				
DSDZ3847/17 (2)	<p>The proposed development seeks revisions to Blocks A & B (office) previously permitted as part of a mix-use scheme under Reg. Ref.DSDZ2546/15 (the "parent permission") as amended by Reg. Ref. DSDZ4345/15.. Proposed modifications to permitted Blocks A&B only to include;</p> <p>(i) At ground level (LEVEL 00): Reconfiguration of entrance doors on north elevation of Blocks A & B, replacing 2 no. single revolving doors with repositioned 2 no. double revolving doors; and double height glazing in lieu of stone cladding between proposed doors. Louvered vent and switch rooms extended by 3 sq/m on west elevation of Block A. 1 no. new double revolving door entrance to laneway at south elevation and associated new entrance canopy on south-west corner of Block A. Reconfiguration of Louvered vents (2no.) on south elevation of Block A. Localised repositioning of the southern building line of Block A & B southwards by c.0.6m, to accommodate reconfiguration of cladding to ancillary areas. Increase in internal atrium floor area with consequent reduction of office floor area by 7 sq.m (no associated change to GFA) in Block B. Landscape works within the curtilage of Blocks A & B to include new bollards adjacent to the north entrance of Block A & B.</p> <p>(ii) At first floor level (Level 01): A reduction of c.35sq.m gross floor area in the north section of Block B above the Level 00 reception area, and the reconfiguration of stone cladding at south-east corner. Associated minor internal reconfiguration of layout to levels 00 & 01 floor plans arising from the above changes.</p> <p>(iii) At roof level: New 2m high steel and glass balustrade around permitted roof terrace at level 08 of Block A. Aluminium balustrade to replace glazed balustrade along south, east and west perimeter at Level 08 of Block A & B . Reconfiguration and extension of roof plan and louvered screen by omitting " green roof" at Level 08 of Blocks A & B. Reconfiguration of north and south stair / lift core, including associated change in parapet heights, localised change to the cladding (stone and aluminium), new fan lights, and additional doors, at</p>	14/09/2017	15/03/2018	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>Level 08 of Blocks A & B . Removal of aluminium balustrade on the eastern elevation at Level 07 of Block B. Reduction in extent of stone cladding, and replacement with render finish, on south elevation of Block B from Level 07 & 08.</p> <p>This application relates to proposed development within the North Lotts & Grand Canal Dock Strategic Development Zone Planning Scheme area.</p>				
WEB1487/17 (2)	<p>RETENTION: Retention permission is sought for the repositioning and resizing of approved rooflights (DCC Plan Ref:2009/17) to the front elevation of the existing house.</p>	13/09/2017	07/11/2017	N/A	Granted
3983/17 (3)	<p>Permission for development to amend a previously permitted mixed-use office, café, retail / restaurant scheme (Dublin City Council Reg. Ref. 2407/15; ABP Ref.PL29S/245492- The " parent permission ", which has been subsequently amended by Dublin City Council Reg. Ref. 3162/17) on a site of 0.24 hectares at Nos. 13-18 City Quay, Dublin 2. The proposed development comprises the change of use of a permitted retail / restaurant unit located at the ground Floor Level(accessed via Prince's Street South) of the permitted development to accommodate use Class 11(e) of Schedule 2, Part 4 of the Planning and Development Regulations 2001-2017 (375sq.m) with associated internal works.</p>	04/10/2017	28/11/2017	N/A	Granted
DSDZ4064/17 (3)	<p>The development at a site generally bounded by Project Wave Block D (currently under construction) to the west, 81-82 North Wall Quay and Castleforbes Road to the East, by project Wave Block B (currently under construction) to the north and by North Wall Quay to the south, Dublin 1 of c. 0.37 hectares.</p> <p>The development will consist of the temporary change of use (for a period of 3 years) of the Ground Floor Level (Restaurant use) of Block E1 (permitted under Reg Ref. DSDZ3552/16) to marketing suite at ground floor level and all associated works.</p>	12/10/2017	06/12/2017	N/A	Granted
DSDZ4112/17	<p>Planning permission for development at a site generally bounded by the Central bank of Ireland to the west, Project Wave Block D (currently under construction) to the north and east, and by North Wall Quay to the south, North Lotts, Dublin 1 of c. 50sq.m. The development will consist of the erection of 3 no. freestanding flag poles and associated flags at ground floor level and all associated works. This application relates to a proposed development within the North Lotts and Grand Canal Dock SDZ Planning Scheme area.</p>	12/10/2017	06/12/2017	N/A	Granted
DSDZ4098/17 (6)	<p>PROTECTED STRUCTURE; Balark Investments Limited intend to apply for a 10 year Permission for development within the North Lott's and Grad Canal Dock Strategic Development Zone Planning Scheme area. The Development will consist of modifications to the development permitted under planning Reg. Ref. DSDZ2609/16 and Reg. Ref.DSDZ2043/17 . The permitted development provides for demolition of existing structures on site and construction of a 7-storey (over lower ground floor level basement) mixed use commercial development.</p> <p>The proposed modifications consist of:</p> <p>Reconfiguration and minor decrease in size of the permitted basement; Disconnection of the rear of the structure at 25-27 Sir John Rogerson's Quay from the basement; Minor changes to atrium to rear of 25-27 John Rogerson's Quay at 1st and 2nd floor levels and to office terrace on east elevation at 2nd floor level; Reduction in level of permitted basement car parking provision from 47 no. to 45 no. spaces; Associated</p>	19/10/2017	13/12/2017	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>changes to elevations and all ancillary site works and services; The site will be developed over two phases, as follows: Phase 1; Partial retention of existing single-storey warehouse (previously scheduled for demolition) to the rear of the structure at 25-27 Sir John Rogerson's Quay and bordering Whitaker Lane to the east, with the use of this structure being retained as a Class 5 storage repository; Changes to the rear of the structure at 25-27 Sir John Rogerson's Quay including partial retention of existing annex, omission of permitted lift & bridge and atrium, provision of a disabled toilet and landscaped courtyard at ground floor level, all to enable it to function as a stand-alone development; Minor internal and external alterations to ground, 1st, 2nd floors and roof of existing building at 25-27 Sir John Rogerson's Quay to accommodate relocated waste, storage, access and servicing; Setback of permitted office block from Whitaker Lane at all levels with the provision of a revised elevational treatment on the eastern gable and related omission of terrace at 5th floor level; and omission of permitted south-eastern core in office block at all levels;</p> <p>Phase 2: Demolition of retained portion of existing single-storey warehouse and annex to the rear of the structure at 25-27 Sir John Rogerson's Quay; Reinstatement of permitted lift, bridge and atrium and omission of landscaped courtyard at ground floor level, all to the rear of the structure at 25-27 Sir John Rogerson's Quay; Reinstatement of permitted office block at ground to 7th floor level in terms of internal and external configuration, eastern gable and facade treatment, 5th floor terrace and south-eastern core.</p>				
DSDZ4153/17	<p>Permission for development at a site, (Blocks B&C, c.0.79 ha), at Sir John Rogerson's Quay, Dublin 2, bounded generally by permitted development under Dublin City Council Reg. Ref. DSDZ2546/15 to the east and south, Sir John Rogerson's Quay to the north, State Street Bank to the west. The proposed development seeks revisions to Blocks B&C (both office use) permitted as part of a mix-use scheme under Reg. Ref. DSDZ2546/15 (the 'parent permission') as amended by Reg. Refs. DSDZ4345/15, DSDZ2663/16, DSDZ4102/16, DSDZ3572/17 & proposed amendments subject of separate current application DSDZ3847/17. The proposed development comprises internal works only, involving the removal of internal partition walls at Levels 01 to 06 inclusive (i.e. above ground floor level) so as to link Block B and Block C. This application relates to proposed development within the North Lotts & Grand Canal Dock Strategic Development Zone Planning Scheme area.</p>	27/10/2017	15/12/2017	N/A	Granted
DSDZ4157/17 (3)	<p>RETENTION: Retention permission for development at a site generally bounded by North Wall Quay, New Wapping Street, Mayor Street Upper and Castleforbes Road, Dublin 1 of c.1.875 hectares. The development consists of amendments to the development permitted under Dublin City Council Reg. ref. DSDZ3350/15 (Block D) and DSDZ3291/17. The amendments to be retained comprise: reconfiguration of permitted car/cycle parking layout, shower facilities and plant room at Level -2; revised layout to include larger management suite, sprinkler system pump room, rainwater harvesting tanks, air intakes, extracts, vents, swing doors replacing sliding doors accessing sunken courtyards all at Level -1; removal of 1 no. sliding door on west elevation of Block D2 Level 6; the creation of accessible external terraced areas at Level 7 Block D1; additional plant areas at roof level to Block D1 and D2; revised</p>	27/10/2017	19/12/2017	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	internal layout at Level 8 Block D1 to incorporate plant room; minor alterations to lift lobbies and cleaners stores at all levels; addition of cladding system to ESB substation on west elevation; minor external alterations to include provision of glazed intake openings on the south and east elevations; and all associated internal and external alterations as a consequence of these amendments. The amendments increase the external plant areas by c.159sq.m and external terraced areas by c.169sq.m. This application relates to a development within the North Lotts and Grand Canal Dock SDZ Planning Scheme area.				
DSDZ4165/17	Extend the existing 25mm diameter relief vent pipework from 3.9m to max 6m above ground level to include all ancillary services and associated site works. This application relates to land within the North Lotts and Grand Canal Dock Strategic Development Zone.	31/10/2017	03/01/2018	N/A	Granted
4238/17 (5)	PROTECTED STRUCTURE: Planning permission for development comprising amendments to the permitted mixed use scheme under Reg. Ref.: 2836/15 (An Bord Pleanála Ref: PL29S.245313) at a site of circa 0.576 ha on lands at Nos. 1, 2, 3, 4, 5 and 6 Sir John Rogerson's Quay, No's 21 and 22 Windmill Lane and No. 17 Creighton Street (also known as 16-25 Creighton Street), and the existing Observatory Building at 7-11 Sir John Rogerson's Quay, Dublin 2. The site includes protected structures at No. 4 (RPS Ref: 7544) and No. 5 (RPS Ref: 7545) Sir John Rogerson's Quay and the facade of No. 2 (RPS Ref.:7543) Sir John Rogerson's Quay (there are no works proposed to the protected structures). The proposal relates to minor amendments to the permitted office development and will consist of: The provision of a 40 sq.m single storey, flat roof, glazed meeting room / board room in the permitted terrace area at fifth floor level and within the permitted frameless glass balustrade around the perimeter of the terrace and all ancillary and associated development works.	10/11/2017	11/01/2018	N/A	Granted
4258/17	The construction of a new ESB Substation, LV meter room and two MV/ LV switch rooms, totaling 143 sq.m in area, alterations to the facade, modifications to the landscaping, and ancillary site works, all at ground level.	14/11/2017	11/01/2018	N/A	Granted
4264/17	Demolition of the existing single storey extension, and the construction of a new two storey extension to the rear of the existing terraced house, 3 no. new rooflights to the front of the existing roof, raising the existing roof ridge height by approx. 770 mm, the provision of a new staircase, associated internal remodeling, repair, and refurbishment of the existing dwelling and elements, and all associated site works.	14/11/2017	17/01/2018	Yes	Granted
DSDZ4463/17	Extend the existing 25mm Diameter relief vent pipe work from 3.8m to max 5m above ground level to include all ancillary services and associated site works. This application relates to land within the north lotts and Grand Canal Dock Strategic Development Zone.	08/12/2017	09/02/2018	N/A	Granted
4498/17 (5)	The development will comprise 3 no. new signs consisting of: i) 2 no. high level signs with internally illuminated steel hexagon logo and back-lit brushed stainless steel lettering to the western side gable and northern (quay side) elevations; and ii) 1 no. projecting double-sided internally illuminated sign with stainless steel cut-out lettering on southern	13/12/2017	14/02/2018	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	(street side) elevation; and all ancillary works necessary to facilitate the development.				
4520/17 (4)	<p>Development to amend a previously permitted mixed-use office, café, retail/ restaurant scheme (Dublin City Council Reg.Ref. 2407/15; ABP Ref. PL29S.245492 - the 'parent permission', which has been subsequently amended by Dublin City Council Reg.Ref. 3162/17) on a site of 0.24 hectares at 13-18 City Quay, Dublin 2.</p> <p>The proposed development consists of the erection of signage comprising: an illuminated sign at Sixth Floor level on the northern elevation (measuring approximately 20,356 sq.m); and eight signs at Ground Floor Level on the northern, southern, eastern and western elevations, ranging in size from approximately 0.081 sq.m to 1.2725 sq.m of which two are illuminated.</p> <p>The proposed development also consists of a freestanding fingerpost sign (measuring 2.55 m in height, with a double-sided signage area (0.188 sq.m) on the south-eastern corner of the site.</p>	14/12/2017	02/05/2018	N/A	Granted
DSDZ4618/17 (3)	<p>The subject unit is located at ground floor level in the north western corner of Kilmore House. The proposed development seeks a permanent change of use of part of the existing ground floor unit comprising of c. 305 sq.m. to office and the permanent sub-division of the existing unit to provide for 2 no. separate units.</p> <p>The subject unit has the benefit of a temporary planning permission for office (305sq.m.) and restaurant / cafe / winebar (163 sq.m.) under Reg. Ref. DSDZ4019/16.</p> <p>The application relates to a proposed development within a Strategic Development Zone Planning Scheme area.</p>	21/12/2017	23/02/2018	N/A	Granted
DSDZ2145/18 (2)	<p>KW Real Estate ICAV acting for and on behalf of KW Irish Real Estate Fund VIII intends to apply for permission for development at a site of c.1.93 ha, known as Capital Dock, at Sir John Rogerson's Quay, Britain Quay, Green Street East and Benson Street, Dublin 2. The site adjoins the State Street Bank building to the west.</p> <p>The proposed development comprises changes to the two basement levels and changes at surface level, previously permitted under DSDZ2546/15 (the parent permission) as amended by permission references DSDZ4345/15, DSDZ2663/16, DSDZ4102/16, DSDZ3796/16, DSDZ3572/17 and DSDZ4135/17. The basement levels are now described as follows: A two level basement (c.23,781 sq.m gross floor area as previously permitted), accessed via existing entrance on Green Street East (shared with State Street Bank building), to serve the mixed-use development permitted under DSDZ2546/15 (as amended by subsequent related permissions), to accommodate: a total of 339 no. car parking spaces (a decrease of 33 no. spaces from the permitted), of which 94 no. car parking spaces to serve the permitted commercial (office) floor area (c.40,075 sq.m gfa), a total of 674 no. bicycle parking spaces (an increase of 24 no. spaces from the permitted), and the reconfiguration of other associated and ancillary facilities including: plant, utility and attenuation areas, refuse storage, employee welfare facilities, remote residential storage, remote non-residential storage, stair and lift cores, and circulation areas.</p> <p>Proposed reconfiguration of site development and landscape works at surface level to include: Re-positioning of permitted car-parking/set down spaces at the entrance to Block A & B (no change in number</p>	25/01/2018	15/06/2018	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>of spaces); 1 no. new set down space adjoining Block G. The removal of 2 no. ventilation funnels and relocation of 1 no. ventilation funnel along the roadway between Block B and Blocks F & E. The removal and relocation of 1 no. permitted set down space from Green Street East to the space between Block D and the existing State Street Bank. All associated with and ancillary to the development otherwise permitted under parent permission DSDZ2546/15 (as amended).</p> <p>This application relates to proposed development within the North Lotts & Grand Canal Dock Strategic Development Zone Planning Scheme area.</p>				
DSDZ2252/18 (7)	<p>PROTECTED STRUCTURE: A 10 year permission for development at this site at 20-24 Sir John Rogerson's Quay (a Protected Structure), 25-27 Sir John Rogerson's Quay, 1-5, 11/11a, 12-14 Lime Street, Lime Court and at 8-10 Hanover Street East, Dublin 2. The application relates to a proposed development within the North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme area. The development will consist of: The demolition of existing structures on site on a phased basis including the red brick single storey building fronting Sir John Rogerson's Quay (nos. 20-24), warehouse and annexes to the rear of the 3 storey original office building fronting Sir John Rogerson's Quay (nos. 25-27); 8-10 Hanover Street East, 11 & 11a and 14 Lime Street; Change of use from office to retail/nonretail services at ground, 1st and 2nd floors and associated refurbishment and internal alterations to the 3 storey structure at 25-27 Sir John Rogerson's Quay; Construction of a new office building extending up to 8 storeys (over basement level), including retail/non retail services at ground floor on Lime Street and commercial office development throughout the remainder of the proposed building fronting Sir John Rogerson's Quay and Lime Street; Terraces at second, fifth and sixth floors and roof level plant area; Basement to extend the full length of Lime Street and will include gym, changing facilities, bicycle parking, staff facilities, storage and waste storage; Provision of 76 no. car parking spaces, including 63 no. spaces for the residential to include 6 car club spaces and 13 no. spaces for the commercial & plant rooms at basement level; Vehicular entrance to basement from Lime Street; All other ancillary site development works, site services, a sub-station, plant at basement and roof, boundary treatments & landscaping; Commercial and retail signage. The site will be developed over two phases as follows: Phase 1: Partial retention of existing single-storey warehouse annex to the rear of the structure at 25-27 Sir John Rogerson's Quay and bordering Whitaker Lane to the east, with the use of this structure being continued as a Class 5 storage repository; Enabling works to structure at 25-27 Sir John Rogerson's Quay including partial retention of existing annex, and landscaped courtyard at ground floor level, all to enable it to function as a stand-alone development; Minor internal and external alterations to ground, 1st, 2nd floors and roof of existing building at 25-27 Sir John Rogerson's Quay to accommodate relocated waste, storage, access and servicing; the construction of part of the proposed 8 storey commercial office building (c. 16,181 sqm) with a temporary set-back eastern gable wall. Demolition of 8-10 Hanover St. East, 11 & 11a and 14 Lime St. Phase 2: Demolition of retained portion of existing single-storey warehouse and annex to the rear of the structure at 25-27 Sir John Rogerson's Quay; completion of remainder of proposed 8 storey commercial office block (c. 2,707 sqm) over area of</p>	07/02/2018	03/04/2018	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	demolished warehouse. Total GFA of proposed commercial office building (c. 18,888 sqm).				
DSDZ2352/18 (1)	<p>The development will consist of amendments to Block E01 permitted under Dublin City Council Reg.Ref. DSDZ3552/16. The proposed amendments will comprise: the removal of water storage areas from Levels 1 and 2, the replacement of 2 no. 1-bedroom units with 2 no. 2-bedroom units within the permitted building envelope; modifications and improvements to the internal layouts of permitted apartment units including changes to unit sizes and typologies; modification in floor to ceiling heights and finished floor levels; stairs and lift core altered on all floors; alterations to lobby area and relocation of existing external doors at ground floor level; provision of sunken plant room above core of c.31.6 sq.m at roof level this will result in an increase of the overall height of Block E01 from 46.125 m OD to 46.425 m OD; associated modifications to elevations comprising the provision of new balconies, reconfiguration of balconies, fenestration and window arrangement; minor repositioning of building footprint; increase of the north-south dimension by c. 460 mm and east-west dimension by c. 50 mm; and all associated development works.</p> <p>This application relates to a proposed development within North Lotts and Grand Canal Dock SDZ Planning Scheme area.</p>	21/02/2018	17/04/2018	N/A	Granted
DSDZ2489/18 (4)	<p>The development will consist of amendments to Block E03 permitted under Dublin City Council Reg. Ref. DSDZ3552/16 and Reg. Ref DSDZ3350/15. The proposed amendments will comprise: the removal of 8 no. 2 bedroom units; the provision of 12 no. 1 bedroom units resulting in an additional 4 no. apartment units within the permitted building envelope of Block E03; modifications and improvements to the internal layouts of permitted apartment units including changes to unit sizes and typologies; modification in floor to ceiling heights and finished floor levels; change of use permitted business suite to residents gym; stair and lift core altered on all floors; alterations to waste management areas on basement levels -2 and -1; car park access altered on basement level -1 and ground floor level 0; associated modifications to elevations and fenestration to match internal apartment configuration to include provision of new balconies, reconfiguration of permitted balconies, realignment of windows, removal/relocation and addition of entrances; alteration to lift overrun at level 8 plant resulting in an increase of the overall height of Block E03 from 33.875m OD to 34.325m OD; and all associated development works.</p>	13/03/2018	04/05/2018	N/A	Granted
DSDZ2533/18	<p>PROTECTED STRUCTURE: Planning permission for development on a site of 0.2 ha area, principally located to the rear of Nos. 30-32 Sir John Rogerson's Quay, Dublin 2. The site is principally bounded by an existing warehouse to the north (Protected Structure); Whitaker Square to the south and existing commercial development to the east and west. The development will consist of: the provision of a 6 storey over double basement office building including set-back 5th floor (4,399 sq m approximately excluding basements) and a two storey artist's studio (171 sq m). The development will include the demolition of some existing ancillary structures on the site including sheds, garage, loading platform, kiosk and external staircase (448 sq m approximately). The development will also include the removal of the existing vehicular access to the site from Sir John Rogerson's Quay to be replaced by a pedestrian-only landscaped route</p>	16/03/2018	05/07/2018	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	running from Sir John Rogerson's Quay adjoining the existing warehouse to Whitaker Square by way of underpass of the proposed office building. Vehicular access and egress to the proposed basements will be from the existing adjoining basement car park accessed from Hanover Street East. The development will also include basement car and cycle parking; showers and changing facilities; attenuation tank; rooftop screened plant enclosure; changes in level; landscaping and boundary treatments; 5th floor terraces; plant; piped infrastructure and ducting and all associated site excavation and development works above and below ground. The application relates to a proposed development within the North Lotts & Grand Canal Dock SDZ Planning Scheme area.				
DSDZ2584/18	PROTECTED STRUCTURE: The development consists of: the internal upgrade, refurbishment and reconfiguration of the existing structure with revised internal office layout; the part-change of use from office/storage to cafe/restaurant at ground floor level (311 sqm) with associated external seating area and related elevational changes to the eastern facade, and the provision of additional office accommodation by way of an extension over the existing warehouse structures facing Sir John Rogerson's Quay arranged over two levels (1,594 sqm approximately). The development will also include the removal of the existing vehicular access to the site from Sir John Rogerson's Quay to be replaced by a pedestrian-only landscaped route running from Sir John Rogerson's Quay adjoining the existing warehouses to Whitaker Square. The development will also include the demolition of some existing ancillary structures on the site including the existing external staircase, loading platform and canopy to the rear of the warehouse buildings; the demolition and re-build of the eastern facade behind the line of the recently completed repairs; the demolition and re-build of the southern (rear) facade; the provision of new windows to the western facade; the removal and renewal of roof surfaces and the temporary removal of the roof trusses for repair and reinstallation. The development also includes the provision of basement shower and changing facilities; rooftop screened plant enclosure; changes in level; landscaping and boundary treatments; plant; piped infrastructure and ducting and all associated site excavation and development works above and below ground. The refurbished and extended structures will have a gross floor area of 3,769 sqm of office accommodation and 311 sqm of cafe/restaurant accommodation (all excluding basement). This application relates to a proposed development within the North Lotts & Grand Canal Dock SDZ Planning Scheme area.	16/03/2018	17/07/2018	N/A	Granted
2538/18 (2)	Permission for the erection of two new branding signs, consisting of 1 no. new 'Totem Sign' at ground floor level (to replace existing), and 1 no. new 'Facade Sign' at fifth floor level; both facing onto North Wall Quay, Dublin 1, D01H104.	20/03/2018	14/05/2018	N/A	Granted
DSDZ2708/18 (3)	Planning Permission for development at a site, (c.0.49 ha), at Capital Dock, Sir John Rogerson's Quay, Dublin 2 bounded generally by permitted development under Dublin City Council Reg. Ref. DSDZ2546/15 to the east and south, Sir John Rogerson's Quay to the north, State Street Bank to the west. The proposed development comprises minor design revisions to Block B (office), previously permitted as part of a mix-use scheme under Reg. Ref. DSDZ4345/15, DSDZ4153/17 & DSDZ3847/17, to include: The insertion of a new internal service corridor and associated external entrance door, at	10/04/2018	01/06/2018	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	ground floor level at the south-east corner of Block B. This application relates to proposed development within the North Lotts & Grand Canal Dock Strategic Development Zone Planning Scheme area.				
2858/18 (1)	The development of the two-storey extension of the existing stadium will consist of indoor running track, gym, meeting rooms, changing rooms and associated facilities (927.4 Sq. M.); 2 No. external wall-mounted signs; also alterations to the existing building to form a new link corridor. The development will be served by the existing car and cycle parking provision.	26/04/2018	16/10/2018	N/A	Granted
DSDZ2906/18 (8)	<p>PROTECTED STRUCTURE; The application relates to a proposed development within the North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme area.</p> <p>The proposed development will consist of; The demolition of existing structures on site on a phased basis which includes the red brick single storey building fronting Sir John Rogerson's Quay (nos.20 - 24), warehouse and annexes to the rear of the 3 storey original office building fronting Sir John Rogerson's Quay (25 - 27); 8 -.10 Hanover Street East, 11 & 11a and 14 Lime Street; provision of 134 no. residential units over ground to set back seventh floor level comprising 20 no. 1 bedroom apartments, 102 no. 2 bedroom apartments, and 12 no 3 bedroom apartments; Balconies on west (Lime Street) and south (Hanover St. East) elevations at all levels and also on the east elevation facing into internal courtyard at all levels; Retail/Retail Services/Offices on Hanover St. East measuring 470 sqm; Basement to extend the full length of Lime Street and will include gym + changing facilities, a community room, 238 no. residential bicycle parking and 200 commercial bicycle parking spaces, staff facilities, storage and waste storage, residents storage space; Provision of 73 no. car parking spaces, including 54 no. spaces for residential use (to include 6 no. car club spaces) and 19 no. spaces for commercial use & plant rooms at basement level.</p> <p>This basement plan is an amendment proposed to supersede the basement plan of the approved adjacent commercial building as per Reg. Ref. DSDZ2252/18; Vehicular entrance to the basement from Lime Street; All other ancillary site development works, site services, a sub-station, plant at basement, boundary treatments & landscaping including a new west-east pedestrian route linking Lime St to Whitaker Square, roof garden of 185 sq m on eastern block facing the internal courtyard, 112 no. surface level bicycle parking spaces; Ancillary signage (c. 100 sq m).</p> <p>The site will be developed over two phases as follows: Phase 1: Demolition of existing warehouse excluding warehouse along Lots 3,5 and 7 on the eastern boundary. Phase 1 building works will include Lime Street block and partial build of Hanover Street East block including ground floor commercial units. Basement, landscaping, vehicular access and separate pedestrian ramp to access from Lime Street. Phase 2: Demolition of warehouse along Lot's3,5 and 7. Phase 2 building works will include completion of Hanover Street East block including ground floor commercial units and Whitaker Lane Block. Landscaping work will be completed and pedestrian ramp access will be extended to link Lime Street and Whitaker Lane.</p>	02/05/2018	26/06/2018	N/A	Granted
DSDZ3119/18 (2)	PROTECTED STRUCTURE: The development seeks to vary the proposal previously approved under	25/05/2018	05/09/2018	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	Reg. Ref. DSDZ4079/16, which allowed for the development of a 5 storey-over double basement hotel building containing 58 bedrooms. The proposal seeks to add two additional storeys to the approved development, to provide an additional 42 extra hotel bedrooms. No other changes are proposed as part of the proposed development. This application relates to a proposed development within the North Lotts & Grand Canal Dock SDZ Planning Scheme area.				
3499/18 (2)	PROTECTED STRUCTURE: Planning permission for development at the eastern mezzanine level of Unit 1, the CHQ Building, George's Dock, Dublin 1. The CHQ Building is a registered protected structure (RPS No. 2094). The development will consist of the removal of the existing 1.2m glazed balustrade around the Urban Garden at the eastern mezzanine of Unit 1, currently occupied by Dogpatch Labs, and its replacement with full height partition glazing with associated internal plant room at mezzanine level. Works will enclose the mezzanine area. Existing openings at roof level will be amended for the purposes of ventilation.	13/07/2018	06/09/2018	N/A	Granted
DSDZ3648/18 (2)	Planning permission is sought, under the Planning Scheme for the North Lotts and Grand Canal Dock Strategic Development Zone. Development will consist of (i) the demolition of an existing single storey building and the construction of a new eight-storey mixed-use development, comprising (i) retail/cafe use (69.5sq.m), with new shop front, at ground floor level; (ii) office space (702sq.m) on above ground floor levels, with terraces/balconies and staff facilities on each floor, and with ancillary office space (64.5sq.m) at ground floor comprising office entrance, reception area, and bicycle/bin stores; (iii) access stair core and glazed safety balustrade at roof level; (iv) drainage and all associated site works necessary to facilitate the development.	02/08/2018	26/09/2018	N/A	Granted
DSDZ3659/18	Installation of new bollards adjacent to the North entrance.	03/08/2018	27/09/2018	N/A	Granted
DSDZ3800/18	Permission for the installation of a covered lightweight structure on the Roof Terrace at Block A, Capital Dock, 79 Sir John Rogerson's Quay, Dublin 2. This application relates to land within the North Lotts and Grand Canal Dock Strategic Development Zone.	27/08/2018	19/10/2018	N/A	Granted
DSDZ3799/18 (1)	PROTECTED STRUCTURE: Permission is sought for the demolition of a non-original 3 storey over basement commercial building behind protected facade (c.1684.8m ² to be demolished) and the construction of a commercial building (c.3699.4m ² GFA overall) extending to 9 storeys over existing basement consisting of office space at 1st to 8th floor level (c.2,949m ²) and 2 no. units to be either retail or cafe use (c.91.1m ² and c.59.3m ²) at ground floor level. The retained facade will be restored, repaired and repointed with new windows/doors as required. There is a terrace at 8th floor level and screened external plant is setback at roof level. Permission is also sought for all associated site development works, an ESB substation (c.12m ²) at ground floor level and the provision of 50 no. bicycle spaces, bin store and plant within the existing basement level. This planning application relates to development within the North Lotts and Grand Canal Dock SDZ Planning Scheme.	27/08/2018	20/12/2018	N/A	Granted
DSDZ3834/18 (1)	KW Real Estate ICAV acting for and on behalf of its sub-fund KW Irish Real Estate Fund VIII intends to apply for permission for development at a site (c.0.22ha), at Capital Dock, Sir John Rogerson's Quay, Dublin 2 and otherwise bounded generally by permitted development under Dublin City Council Reg. Ref. DSDZ2546/15 (as amended) to the east,	30/08/2018	24/10/2018	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	south, west and Sir John Rogerson's Quay to the north. The proposed development comprises a change of use of a double height ground floor unit (c.301.2 sq m) from 'cultural space' to 'gourmet food hall and restaurant/cafe', within the Block F building previously permitted as part of the mixed-use scheme under DCC Reg Ref DSDZ2546/15. This application relates to proposed development within the North Lotts & Grand Canal Dock Strategic Development Zone Planning Scheme area.				
DSDZ3923/18	This application relates to land within the North Lotts and Grand Canal Dock Strategic Development Zone. The development will consist of the provision of new external signage displaying 'O'Loughlin Hughes', the name of the principal tenants of the premises. The signage will comprise of 2 no. external signs to the ground floor commercial unit at the corner of Sir John Rogerson's Quay & Forbes Street. Sign 'A' is a pressed aluminium suspended lightbox 3000x642x120mm fitted to the Sir John Rogerson's Quay facade & sign 'B' is a Perspex illuminated double sided projecting sign 700x700x106mm fitted to the Forbes Street facade. Both signs will be approximately 3.6m above ground level	11/09/2018	05/11/2018	N/A	Granted
4145/18 (2)	Development at a site of c. 0.21 ha. The proposed development will consist of amendments and extensions to screened open air rooftop plant area (above permitted 5th floor level) permitted under Reg. Ref. 2998/17 to comprise: a) the construction of an additional c. 112 sq.m of screened open air plant area between the permitted roof stairwell and permitted screened open air plant area and the reconfiguration of existing plant with c. 2.65 m screening to match the permitted screening (above parapet level); and b) the construction of an additional c. 100 sq.m of screened open air plant area to the south and west of the permitted screened open air plant area to the south and west of the permitted screened open air plant area to accommodate additional plant (to include ventilation, Air Handling Units and ducting plant) with c. 1.25 m - c. 2.65 m screening to match permitted screening (above parapet level). The total area of permanent screened open air roof plant area with increase from c. 295 sq.m (permitted) to c. 507 sq.m. There will be no increase in permitted building height or gross floor area.	10/10/2018	04/12/2018	N/A	Granted
DSDZ4159/18 (2)	KW Real Estate ICAV acting for and on behalf of its sub-fund KW Irish Real Estate Fund VIII intends to apply for Permission for development at a site (c.0.22 ha), at Capital Dock, Sir John Rogerson's Quay, Dublin 2 and otherwise bounded generally by permitted development under Dublin City Council Reg. Ref. DSDZ2546/15 (as amended) to the east, south, west and Sir John Rogerson's Quay to the north. The proposed development comprises a change of use and associated modest reconfiguration of a permitted ground floor 'retail' unit (c.83.4 sq m) to 'cafe/restaurant' unit (c.117 sq m). Associated minor design changes to internal floor plan and plant configuration, and localised adjustment to ESB substation and switch room doors on external western facade at ground floor level. The Block F building otherwise as previously permitted under DCC Reg. Ref. DSDZ2546/15. This application relates to a proposed development within the North Lotts & Grand Canal Dock Strategic Development Zone Planning Scheme area.	12/10/2018	06/12/2018	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
DSDZ4184/18 (3)	<p>PROTECTED STRUCTURE: Planning Permission for amendments to a previously permitted planning permission, Reg. Ref. DSDZ 2661/17 for development at a site of 1.35 hectares located at the junction of North Wall Quay and New Wapping Street, Spencer Dock, Dublin 1. The site is bound to the north by Mayor Street Upper, to the east by New Wapping Street, to the south by North Wall Quay and to the west by an unnamed street. The application site includes the former British Rail Hotel on 58-59 North Wall Quay, a protected structure (RPS 5838), and associated granite walls, railings, gates and adjoining setts in cul-de-sac, which are also protected structures (RPS 5839).</p> <p>The proposed amendments result in a total gross floor area of c. 58,670 sq.m (excluding basement c. 7,948 sq.m and sub-basement c. 2,503 sq.m), comprising of c. 8,926 sq.m of hotel and associated uses, c. 48,436 sq.m of office use, c. 1138 sq.m of retail / restaurant / café uses, 170 sq.m of community use, above a lower ground floor and 2 no. basement levels.</p> <p>The application relates to a proposed development within a Strategic Development Zone Planning Scheme area.</p> <p>The proposed amendments comprise of the following:</p> <p>Building 1A (Protected Structure)</p> <ul style="list-style-type: none"> - Omission of permitted revolving doors under Reg. Ref. DSDZ2661/17 and retention of existing entrance doors fronting North Wall Quay; - Omission of revolving doors to the rear of the protected structure adjoining building 1B at ground floor level on the east and western elevations and replacement with sliding door openings; - Amendments to elevations to accommodate the proposed amendments; <p>Building 1B</p> <ul style="list-style-type: none"> - Omission of core on northern elevation building 1B and replacement with 2 no. cores to serve building 1B located to the north east corner and south west corner of the building; - Permitted link bridge between building 1B and building 4 at 2nd to 5th floor level omitted and replacement with 2 no. bridge links around a central atrium level at 2nd to 5th floor level; - Provision of new bridge links from building 1B to building 4 at 1st floor level; Provision of retail space at ground floor level to the north western corner of Building 1B; - Internal reconfiguration of ground floor level of building 1B; - Internal reconfiguration of office floor plate from 1st to 6th floor level; Amendments to all elevations to accommodate the proposed amendments. <p>Building 2</p> <ul style="list-style-type: none"> - Revised hotel layout to provide for 204 no. bedrooms; - Revised lower ground floor level to provide for bar/ restaurant area and ancillary hotel back of house areas; - Revised ground floor plans including new hotel reception and entrance doors accessed from the east/ west street; - Relocation of building cores; - Provision of café/ lounge area at ground floor level fronting Station Square to the west and Mayor Street to the north with direct access on the western elevation; 	16/10/2018	10/12/2018	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<ul style="list-style-type: none"> - Provision of ancillary office and hotel back of house at ground floor level; - Provision of a mezzanine level comprising of a lobby area and meeting rooms; - Infill of small set back area at first floor level to Mayor Street to be in line with the upper floors; - Lightwell at ground floor level to lower ground floor level removed to extend floor plate at ground floor level in line with the street; - Revised roof plan to include plant, PV panels and provision of green roof; - Amendments to all elevations to accommodate the proposed amendments. <p>Building 3</p> <ul style="list-style-type: none"> - Reconfiguration of building 3 to accommodate the provision of new link bridges between building 3 and building 4. One new link on each floor from 2nd to 5th floor inclusive; - The link bridges will contain accessible balustraded roofs; - Provision of an accessible setback at 6th floor level on the south, east and western elevations to link into the accessible terrace at the northern elevation; - Revised roof plan to include plant, PV panels and provision of green roof; - Amendments to all elevations to accommodate the proposed amendments; <p>Building 4</p> <ul style="list-style-type: none"> - Revised internal configuration of building 4 to include the provision of a café/ restaurant at ground floor level accessible from the new east/ west street and revised office floor plates; - Omission of building core to the northern portion of the building and replacements with new stairs to the north eastern corner of the building; - Relocation of toilet core to the southern core of the building; - Revised lower ground floor level increasing the office floorplate - Revised building entrance to North Wall Quay including revised access doors and internal configuration of reception area; - Revised building floor plates on all levels to accommodate the provision of new link bridges to Building 1B and Building 3; - Provision of atrium within the building; - Increase in area of accessible terrace to the western elevation at 6th floor level; - Revised 7th floor plan to include increased accessible terrace and set back walkway at 7th and 8th floor level; - Revised roof plan to provide for an accessible roof terrace and revised plant/ green roof area; - Amendments to all elevations to accommodate the proposed amendments. <p>The proposed amendments also include the provision of a revised access to the permitted north/ south galleria between building 1A/1B and building 4; revised basement and sub-basement level including revised plant rooms; storage, changing rooms, hotel back of house, car parking layout (146 no. spaces) and cycle parking layout (620 no. spaces) revised lower ground floor level including revised office and hotel layouts and in response to the revised building layouts above, revised landscaping proposals, revised roof profile of all buildings 1B, 2, 3 and 4 to</p>				

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	accommodate revision to plant areas, SUDS drainage and all associated site development works necessary to facilitate the development.				
4331/18 (1)	The development will consist of (1) the erection of 1 no. internally illuminated fascia sign with stainless steel mesh frame to the East Elevation, (2) the erection of 1 no. internally illuminated fascia sign with stainless steel mesh frame to the North Elevation and (3) all associated site works.	06/11/2018	09/01/2019	N/A	Granted
DSDZ4446/18 (2)	PROTECTED STRUCTURE: Planning permission for development comprising amendments to the previously permitted developments (Reg. Refs. DSDZ2533/18 and DSDZ2584/18) on this site. The development will consist of: the omission of the previously permitted basement level below the Protected Structure; revisions to the car parking and cycle parking arrangements at previously permitted Basement B1; the linking of the permitted new office building and the rear of the Protected Structure at ground and first floor levels by way of a double height atrium; the linking of the permitted new office building and the previously permitted new additional floors above the Protected Structure, which have increased in height by 950mm, by way of bridge links at third and fourth floor levels; the reduction in size of the previously permitted circulation/service core in the Protected Structure; elevational changes including the omission of the permitted 3 no. opes to be replaced by 5 no. reinstated opes on the western elevation of the Protected Structure associated with the former adjoining Hibernian Marine School; amendments to the 2 no. previously permitted opes and the provision of 1 no. additional ope on the southern elevation of the Protected Structure; all internal interfaces with the Protected Structure; new rooftop plant enclosure to the Protected Structure; revisions to the previously permitted roof terrace; revised landscape arrangements and all associated site excavation and development works above and below ground. The above amendments will result in an increase in overall gross floor area of 530 sq m.	21/11/2018	24/01/2019	N/A	Granted
WEB1655/18	Demolishing the existing single storey extension to the rear, construction of a new 2 storey extension to the rear including raising the existing roof ridge height to match eastern adjoining property for first floor extended attic accommodation with 2 No. Velux roof-lights to the front, and all associated site works.	06/12/2018	23/04/2019	N/A	Granted
4636/18 (3)	RETENTION: PROTECTED STRUCTURE: The CHQ Building is a registered protected structure (RPS No. 2094) The proposed development will consist of the retention of freestanding 'EPIC' 3D signage located adjacent to the western elevation of the CHQ Building, North Wall Quay, Dublin 1 (a protected structure). The proposed signage extends to 2 metres in height, 7.5 metres in length and 1.2 metres in width. Total area of signage extends to 31.8 sqm. The proposal will replace signage permitted under Reg. Ref.: 3563/17.	17/12/2018	19/02/2019	N/A	Granted
DSDZ4701/18 (6)	Planning permission for development at this site generally bounded by North Wall Quay, Castleforbes Road, Block D (under construction) and Block B (under construction), North Lotts, Dublin 1. This application relates to a proposed development within the North Lotts and Grand Canal Dock SDZ Planning Scheme area. The development will consist of amendments to Block E permitted under Dublin City Council Reg. Refs. DSDZ3552/16 and DSDZ3350/15 and amended by Reg. Refs. DSDZ2489/18 and DSDZ2352/18. The proposed amendments relate to Building E03 only. The development will consist of:	20/12/2018	22/02/2019	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	change of use of ancillary residential areas at ground level to create 1 no. mixed use unit (94sq.m) to accommodate cafe/deli, Class1, Class 2 or Class 8 uses; the rearrangement of residents gym and reception areas; the relocation of main residential entrance from Castleforbes Road to East-West Lane; the alteration of ground floor door and window rearrangement to reflect altered internal layout; general alterations to access cores and layout at all levels; repositioning of balconies on south-west corner at Levels 01-04; minor changes to windows and elevations at upper levels; minor changes to internal layout of apartment units; reconfiguration and placement of plant at roof level and provision of screen and all associated development works.				
DSDZ2121/19 (3)	RETENTION: KW Real Estate ICAV acting for and on behalf of its sub-fund KW Irish Real Estate Fund VIII intends to apply for Retention Permission and Permission for development at a site (c.0.22ha). at Capital Dock, Sir John Rogerson's Quay, Dublin 2 and otherwise bounded generally by permitted development under Dublin City Council Reg. Ref. DSDZ2546/15 (as amended) to the east, south, west and Sir John Rogerson's Quay to the north. Retention permission is sought for internal and external design changes to Block E/F, comprising reconfiguration of internal ground floor plan, to include: amalgamation of 2 no. permitted cafe/restaurant units (c.418.8 sq.m + c.126.9 sq.m) to form 1 no. cafe/restaurant unit (c.513 sq.m) with associated relocation of circulation core from the south east corner to a central eastern position and otherwise adjusting internal dimensions of other permitted ground floor commercial units and configuration of associated internal plant and core areas; and, minor design modifications to facade details on the east, west, north and south elevations at all levels of the Block E/F buildings, including removal and addition of ancillary access doors at ground floor level, addition and removal of vents and louvre panels, addition and removal of metal balustrades and decorative window detailing at upper levels and minor localised floor level and parapet height adjustments. No material change to overall height of the permitted Block E/F buildings. There is an additional c.61.6 sq.m of internal floor space as a result of ground floor modifications. Permission is further sought for the amalgamation of 3 no. permitted retail units (c.127.7 sq m + c.175.8 sq.m + c.116.1 sq.m) and 1 no. permitted 'gourmet food hall and restaurant/cafe' (c301.2 sq.m) to form 1 no. 'convenience store/good hall' (total unit area c.703 sq.m). Permission is further sought for proposed awnings and signage at ground floor level at Block E/F, including: 12 no. awnings to the south and east elevations; vinyl signage zones on east, west, south and north ground floor glazing; 18 no. blade signs (uplift) on the east, west, north and south elevations; and 1 no. suspended sign on the southern Block E elevation. Blocks E/F remain otherwise as permitted under Reg. Ref/ DSDZ2546/15. as amended by Reg. Ref. DSDZ3834/18 and Reg. Ref. DSDZ4159/18. This application relates to a proposed development within the North Lotts & Grand Canal Dock Strategic Development Zone Planning Scheme area.	25/01/2019	21/03/2019	N/A	Granted
DSDZ2146/19	RETENTION: Retention permission for development at this site at Europcar/GoCar Depot, Park Lane, Spencer Dock, Dublin 1. The development will consist of: The retention for a temporary period of the existing change of use of vacant land to Europcar/GoCar vehicle rental depot and works consisting of: 1) Pre-fabricated car rental sales office building; pre-fabricated security cabin, pre-fabricated	30/01/2019	31/07/2019	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	car maintenance garage, car wash machine; 2) External surface car parking/car pick-up and drop-off area; 3) Boundary palisade fencing & entrance/egress gateway to Park Lane; and 4) All ancillary site works and services. This application relates to a development within the North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme area.				
DSDZ2310/19 (4)	KW Real Estate ICAV acting for and on behalf of its sub-fund KW Irish Real Estate Fund VIII intend to apply for permission for development at a site (c.0.25 hectares), at Capital Dock, Sir John Rogerson's Quay, Dublin 2 and otherwise bounded generally by permitted development under Dublin City Council Reg. Ref. DSDZ2546/15 (as amended) to the east, south, west and Sir John Rogerson's Quay to the north. Permission is sought for a proposed change of use of ground level 'cafe/restaurant' unit (c. 513 sq m) in Block E to 'public house, with ancillary restaurant use' and, in addition, external seating areas (c. 154 sq m) with associated screening to the south and east of Block E. Block E remains otherwise as permitted under Reg. Ref. DSDZ2546/15 and as proposed under concurrent planning application Reg. Ref. DSDZ2121/19. This application relates to a proposed development within the North Lotts & Grand Canal Dock Strategic Development Zone Planning Scheme area.	20/02/2019	18/07/2019	N/A	Granted
DSDZ2454/19	Permission for the erection of 2 no. new facade mounted illuminated signs at parapet level on west elevation (facing onto Cardiff Lane) and north elevation (facing onto Sir John Rogerson's Quay) and the replacement of 2 no. existing blue post and plate signs with 2 no. new grey post and plate signs by main entrance at ground floor level at Riverside One, Sir John Rogerson Quay, Dublin 2, D02X576. The site is located in a Strategic Development Zone.	08/03/2019	02/05/2019	N/A	Granted
DSDZ2513/19 (5)	Permission for development at a site (c.0.22 ha), at Block F, Capital Dock, Sir John Rogerson's Quay, Dublin 2 and otherwise bounded generally by permitted development under Dublin City Council Reg. Ref. DSDZ2546/15 (as amended) to the east, south, west and Sir John Rogerson's Quay to the north. Permission is sought for an ancillary internal off-licence facility (c.31 sq.m); ancillary food counters with internal and external customer seating areas facilitating consumption of food/non-alcoholic beverages on the premises; and screening to external seating area. Also, minor internal floor plan reconfiguration, resulting in an increase in floor area by c. 9.5 sq.m to total c.712 sq.m gfa. All at a ground floor 'convenience store/food hall' unit subject of concurrent planning application Reg. Ref. DSDZ2121/19 at Block F. This application relates to proposed development within the North Lotts & Grand Canal Dock Strategic Development Zone Planning Scheme area.	15/03/2019	09/05/2019	N/A	Granted
DSDZ2668/19 (9)	PROTECTED STRUCTURE: The application relates to a proposed development within the North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme area. The proposed development will consist of:- * Demolition of 8-10 Hanover Street East; * Construction of a 'build-to-rent' residential development in buildings ranging from 1 storey to 6 storeys plus set back level (over basement); * Provision of 217 apartments comprising 180 no. 1-bed-room units and 37 no. 2-bedroom units, along with associated resident amenity spaces including multi-purpose room and gym at basement level, reception/concierge and multi-function space at	02/04/2019	20/08/2019	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	ground level, lounge at mezzanine level and roof terrace at first floor; * The residential accommodation includes 5 no. live/work units at ground floor level on Whitaker Lane; * Balconies at all levels on west (Lime Street), south (Hanover Street East) and east (Whitaker Lane) elevation and on internal courtyard elevations; * Retail/retail services/cafe unit at corner of Hanover Street East and Whitaker Lane; * Car parking (45 spaces), bicycle parking, residential storage, bin storage and plant rooms at basement level; * Vehicular access to basement from Lime Street; * Landscaped internal courtyard and new west-east pedestrian route linking Lime Street to Whitaker Square; * Sub-station, surface level bicycle parking signage and all ancillary site works and services. The application will be constructed on a phased basis, with all elements of the proposal to be completed in Phase 1 with the exception of the southern part of the Whitaker Lane block.				
2791/19 (1)	Planning permission for works to the existing 2-storey over basement building to include the conversion and change of use of basement and ground floors to new yoga facility while maintaining the existing residential one-bedroom apartment at first floor level, together with the demolition of existing single-storey builders material storage sheds to the rear (north) and construction of new single-storey yoga studio structure and courtyard garden to the rear (north) with a single storey link to existing building and construction of new single-storey extension to the side (east) of existing main structure to give a total new build area of 254sqm. All with associated services.	17/04/2019	19/08/2019	Yes	Granted
DSDZ2926/19	Permission for development at the Central Bank of Ireland Headquarters, North Wall Quay, Dublin 1, D01 F7X3 at the northeast corner / rear part of the site. This application relates to a proposed development within the North Lotts & Grand Canal Dock SDZ Planning Scheme Area. The development will consist of: permission for the installation of an outdoor public art piece comprising an arched sculptured frame with an overall height of c. 10.5 metres and span of c. 14 metres and ancillary site works. The piece will utilise mild steel and painted hi-gloss, multi-coloured and black stripe materials with a powder coated, spray and lacquer finish.	07/05/2019	01/07/2019	N/A	Granted
DSDZ3042/19	Permission for development on a site of approximately 1.85 hectares at this site at North Wall Quay, Dublin 1. The site is principally bounded by: Mayor Street Upper to the north; North Wall Quay to the south; North Wall Avenue to the east; and Castleforbes Road to the west. The overall site is located within City Block 9, as identified, in the North Lotts and Grand Canal Dock SDZ Planning Scheme. The development will consist of the: amalgamation of two basements at Level -1 previously permitted under Reg. Ref. DSDZ3779/17 and Reg. Ref. DSDZ3780/17, respectively (resulting in an overall floor area of c. 17,789 sqm) and associated internal alterations to same; and construction of an additional basement level (c. 17,789 sqm) (Level -2) below the proposed amalgamated basement level (i.e. Level -1). (The proposed amendments shall result in an increase in total basement depth from c. 3.85m to c. 16.0m). The new basement level (i.e. Level -2) will accommodate plant, servicing areas and circulation cores (lifts and stairs, etc.) all associated with the previously permitted development under Reg. Ref. DSDZ3779/17 and Reg. Ref. DSDZ3880/17.	20/05/2019	17/01/2020	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>The proposed development does not propose any amendments to the buildings previously permitted under Reg. Ref. DSDZ3779/17 and Reg. Ref. DSDZ3780/17 from Ground to Upper Floor Levels. The proposed development does not result in any increase in car parking or bicycle parking from that previously permitted under Reg. Ref. DSDZ3779/17 and Reg. Ref. DSDZ3780/17 (i.e. 378 no. car parking spaces and 810 no. bicycle parking spaces, in total).</p> <p>The proposed development includes associated site excavation, infrastructural and site development works above and below ground, associated retaining features, and associated site servicing (foul and surface water drainage and water supply).</p>				
DSDZ3268/19	<p>The development will consist of: 1) demolition of No's 3-5 Cardiff Lane and construction in their place of an extension to the existing hotel consisting of: a) basement plantroom; b) ground floor cafe, hotel service area with delivery access / street set-down and redirected escape corridor; c) 1st floor extension to permitted Conference Centre (Ref: DSDZ2599/18); d) eight floors of bedrooms - total 88 rooms; 2) an additional five bedrooms at new 8th floor level above existing hotel; 3) replacement of cafe as permitted by DSDZ2599/18 with additional 'break-out' space; 4) amendments to original hotel to a) relocate glazed enclosure of main hotel entrance to increase area of reception; b) addition of new service lift in existing lift core; c) new service access corridor / on street delivery set-down; d) redirected fire escape / exit and e) conversion of existing meeting rooms to 5 bedrooms; and 5) new signage to permitted scheme DSDZ2599/18. This application relates to land within the North Lotts and Grand Canal Docks Strategic Development Zone.</p>	14/06/2019	08/08/2019	N/A	Granted
3376/19 (2)	<p>Planning permission is sought for the demolition of existing single storey extension to rear, construction of 2-storey extension to rear with a bedroom and ensuite to ground floor and 2 bedrooms and a bathroom to first floor, raising the roof height to 5.5 metres with 2 no. roof lights to front and internal refurbishment.</p>	28/06/2019	21/11/2019	N/A	Granted
DSDZ3449/19 (4)	<p>PROTECTED STRUCTURE: We, Spencer Place Development Company Limited intend to apply for planning permission for amendments to a previously permitted planning permission, Reg. Ref. DSDZ2661/17 and as amended under DSDZ4184/18 for development at a site of 1.35 hectares located at the junction of North Wall Quay and New Wapping Street, Spencer Dock, Dublin 1. The site is bound to the north by Mayor Street Upper, to the east by New Wapping Street, to the south by North Wall Quay and to the west by an unnamed street. The application site includes the former British Rail Hotel on 58-59 North Wall Quay, a protected structure (RPS 5838), and associated granite walls, railings, gates, and adjoining setts in cul-de-sac, which are also protected structures (RPS 5839). The application relates to a proposed development within a Strategic Development Zone Planning Scheme area. The proposed development relates to Building 1A (former British Rail Hotel RPS 5838 and RPS 5839). The proposed amendments are as follows: (a) Internal reconfiguration of previously permitted ground floor level to provide for a cafe/bar, social/event space, toilets, lobby space and entrance space (b) Provision of new entrance doorways on the east elevation at ground floor level within existing window opes and existing window surrounds to be relocated and reinstated within alternative existing window opes on the eastern elevation (c) Revised column position for structural frame to previously permitted atrium feature</p>	09/07/2019	08/11/2019	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	to the rear of Building 1A (d) Retention of existing external northern elevation wall to rear of the main staircase which was previously permitted to be removed (e) Provision of 2 no. new bridge connections linking the east and west wings of the protected structure through the new atrium space at first and second floor level (f) Removal of sections of internal staircase to create level landing for elevator (g) Omission of previously permitted elevator from north east stair core (h) Partial removal of internal partition walls at first, second and third floor levels (i) Removal of roof joist at the east wing second floor level, retaining the existing king post truss (j) Omission of previously permitted connecting bridge to Building 1B at north east stair core (k) Provision of connecting bridge to Building 1B from west wing third floor level. (l) Revised position of previously permitted external door at atrium 1.				
3500/19 (4)	PROTECTED STRUCTURE: Planning permission for development at the western mezzanine level of the CHQ Building, George's Dock, Dublin 1, D01 R9YO. The CHQ Building is a registered protected structure (RPS No. 2094). The development will consist of the change of use of the northern part of the western mezzanine from 'events/exhibition/research space' to office use. The works will incorporate the enclosure of the northern part of the western mezzanine and its connection to the eastern mezzanine by the implementation of a 2.1 metre partition glazing along the eastern edge and full height partition to the northern edge and southern edge of the mezzanine. A total of 3 no. plant and ventilation pods will be installed along with a standalone plant room. Existing smoke vent openings at roof level will be amended for the purposes of ventilation. Alterations will be made at ground floor level of units 13 and 21 to implement fire escape stairs. New accommodation access stairs and entrance to the mall will be also implemented at ground floor level at unit 31, with existing fire escape stairs at unit 32 widened. Bicycle parking will be provided at the eastern elevation. The area subject to the change of use totals c. 884 sqm.	16/07/2019	09/09/2019	N/A	Granted
3596/19 (1)	PROTECTED STRUCTURE: The site includes protected structures at No. 4 (RPS Ref: 7544) and No. 5 (RPS Ref: 7545) and the facade of No. 2 (RPS Ref: 7543) Sir John Rogerson's Quay. The development will consist of the installation of four new signs comprising an internally illuminated acrylic sign at high level on the Creighton Street facade, a house name sign made of stainless steel letters front fixed to metal panels at low level at the corner of Sir John Rogerson's Quay and Creighton Street, a logo sculpture within the entrance courtyard and a back-lit brushed stainless steel sign mounted at high level on the East facade of the entrance courtyard.	25/07/2019	18/09/2019	N/A	Granted
3612/19 (2)	PROTECTED STRUCTURE: The site includes protected structures at No. 4 (RPS Ref: 7544) and No. 5 (RPS Ref: 7545) and the facade of No. 2 (RPS Ref: 7543) Sir John Rogerson's Quay. The development will consist of the installation of one internally illuminated acrylic facade sign at high level on the Sir John Rogerson's Quay facade.	26/07/2019	19/09/2019	N/A	Granted
DSDZ3676/19	Planning permission for the installation of two internally illuminated signs on the facade of Building 100, one at high level and one at low level, and one internally illuminated sign supported from the roof top frame over Building 300. This application relates to land within the North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme Area.	02/08/2019	26/09/2019	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
DSDZ3803/19 (3)	<p>PROTECTED STRUCTURE: Planning permission for development comprising amendments to the previously permitted developments (Reg. Refs. DSDZ4446/18, DSDZ2584/18 and DSDZ2533/18) on this site at Nos. 30-32 Sir John Rogerson's Quay, Dublin 2 (Protected Structure). The development will consist of: the provision of a new dedicated bicycle lift from surface level to the basement with associated minor revisions to the permitted artist's studio; minor revisions to the southern elevation of the permitted new office development at Levels 2-5 inclusive resulting in an additional 46 sq m of office accommodation, and the provision of a new vehicular ramped access arrangement required to serve the existing ESB substation, including all associated revisions to the permitted hard and soft landscaping.</p>	16/08/2019	24/01/2020	N/A	Granted
DSDZ4006/19 (10)	<p>PROTECTED STRUCTURE: Balark Investments Limited and Balark Trading GP intend to apply for a ten year Permission for development at 20-24 Sir John Rogerson's Quay (a Protected Structure), 25-27 Sir John Rogerson's Quay, 1-5, 11/11a, 12-14 Lime Street, Lime Court and at 8-10 Hanover Street East, Dublin 2. The application relates to a proposed development within the North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme area.</p> <p>The proposed development will consist of :-</p> <ul style="list-style-type: none"> • Change of use from office to retail/non-retail services/café/restaurant at ground floor and associated refurbishment and internal alterations to the 3 storey structure at 25-27 Sir John Rogerson's Quay; • Construction of an office building ranging from 5 to 8 storeys (over lower ground & basement levels), including retail/non-retail services at ground floor on Lime Street and commercial office development throughout the remainder of the proposed building fronting Sir John Rogerson's Quay and Lime Street; • Terraces at third and fifth floors and roof garden at sixth floor; • Car parking (16no. spaces), bicycle parking, plant rooms, waste store, staff facilities and ancillary commercial space at basement level; • Vehicular entrance to basement from Lime Street; • All other ancillary site development works and services, surface level bicycle parking, sub-station, roof plant area and landscaping; • Commercial and retail signage. <p>The application includes a Natura Impact Statement</p>	17/09/2019	24/01/2020	N/A	Granted
DSDZ4147/19 (7)	<p>Planning permission for development at this site generally bounded by North Wall Quay, Castleforbes Road, Block D (under construction) and block B (under construction), North Lotts, Dublin 1. This application relates to a proposed development within the North Lotts and Grand Canal Dock SDZ Planning Scheme area.</p> <p>The development will consist of amendments to Block E permitted under Dublin City Council Reg. Ref. DSDZ3552/16 and DSDZ3350/15 as amended by Reg. Refs. DSDZ4064/17, DSDZ2352/18, DSDZ2489/18 and DSDZ4701/18. The proposed amendments relate to Building E02 only. The development will consist of: alterations to the apartment layouts generally; addition of apartment type E202 and omission of apartment types E204C and E207B; alterations to window and balcony fenestration due to the proposed internal</p>	07/10/2019	29/11/2019	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	amendments; centralise main residential entrance on the west elevation; addition of glazing screens to bedrooms at level 00on the east elevation; adjustment to skyvilla elevation at level 7 (8th storey) and increase in the roof level from 34.365m to 34.560m to height to accommodate internal changes; removal of metal inset trim on the south elevation; alterations to window and balcony fenestration throughout; and; all site services and site development work on a site of c.0.38ha (3,745sq.m.).				
DSDZ4148/19 (2)	For development at this site: generally bounded by North Wall Quay, Castleforbes Road, Block D (under construction) and Block B (under construction), North Lotts, Dublin 1. The application relates to a proposed development within the North Lotts and Grand Canal Dock SDZ Planning Scheme area. The development will consist of amendments to Block E permitted under Dublin City Council Reg. Ref. DSDZ3552/16 and DSDZ3350/15 as amended by Reg. Refs. DSDZ4064/17, DSDZ2352/18, DSDZ2489/18 and DSDZ4701/18. The proposed amendments relate to building E02 only. The development will consist of: the reconfiguration of 2 no. permitted mixed-use (café/deli, classes 1, 2 and 8) units (unit 03 (95sq.m.) and unit 02 (125sq.m.)) into 3 no. mixed-use units of 50sq.m. 81sq.m. and 85sq.m to become unit 2a, unit 2b and unit 3 respectively; extension to permitted mixed-use (café/deli, classes 1, 2 and 8) unit (unit 04) by 20sq.m. to become 180sq.m.; modifications to entrances, glazing, signage and internal walls layout of subject units to reflect the proposed amendments; and all associated development works; all on a site of c.3,745sq.m. (c.0.37ha).	07/10/2019	29/11/2019	N/A	Granted
4266/19	For development at this site Stack B, Trinity College Dublin, Custom House Quay (IFSC), North Dock, Dublin 1. The development will consist of 3 no. aluminium laser cut non-illuminated signs pin mounted onto existing brickwork, 1 no. each on the south, east and west elevations and 1 no. brass plaque sign at the entrance on the north elevation.	22/10/2019	13/12/2019	N/A	Granted
4288/19	The development will consist of the construction of alterations to an existing house including a single storey extension to the rear and a dormer extension to the rear.	24/10/2019	16/12/2019	N/A	Granted
4620/19 (2)	RETENTION: the development will effect North Wall Quay and Excise Walk. The development consists of the following: Retention of the internal illumination of 3 no. signs on two entrance canopies along Excise Walk and the internal illumination of 1 no. sign above the main entrance along North Wall Quay.	04/12/2019	06/02/2020	Yes	Granted
2043/20	Planning Permission for a residential development of a c.0.073 hectare site. The development will consist of the demolition of all existing buildings (2 storey and single storey - c. 667 sq.m) and the construction of a 26 no. unit residential development, extending to 7 no. storeys comprising: 13 no. 1 bed apartments and 13 no. 2-bed apartments, all with private balcony or terrace. Provision of c.184 sq.m of landscaped communal amenity space to the rear at ground floor level; single storey plant and storage building and enclosed bin store and 58 no. bicycle secure parking spaces; pedestrian access from York Road; all ancillary site works, an ESB substation (at ground floor level fronting onto York Road); provision of green roof, plant and all associated site development work. The total gross floor area is c.2,129 sqm.	14/01/2020	09/03/2020	Yes	Granted
DSDZ2087/20	PROTECTED STRUCTURE: Development at this site; 3 Arena, North Wall Quay, North Dock, Dublin 1,	22/01/2020	16/03/2020	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	which is a protected structure. The development will consist of the addition of a canopy to the west boundary extending across part of the building including new signage with new boundary fencing to match existing and all associated works on a site of 476.86m ² . This application relates to land within the North Lotts and Grand Canal Dock Strategic Development Zone.				
DSDZ2140/20	Planning permission sought for provision of off-licence (8sqm), subsidiary to the main retail use. The application relates to a proposed development within an SDZ Planning Scheme Area.	28/01/2020	16/03/2020	N/A	Granted
DSDZ2125/20 (8)	This application relates to a proposed development within the North Lotts and Grand Canal Dock SDZ Planning Scheme area. The development will consist of amendments to Building E01, Block E permitted under Dublin City Council (DDC) Reg. Ref. DSDZ3552/16 as amended by Reg. Ref. DSDZ2352/18. The proposed amendments relate to Building E01 only. The development will consist of the inclusion of a mezzanine level (c.162sq.m.) within the permitted restaurant unit on the south elevation of Building E01 resulting in an overall gross floor area (GFA) of c.497sq.m. The mezzanine level will accommodate an extension to the restaurant use to include seating areas, welfare facilities and backroom stores.	27/01/2020	05/06/2020	N/A	Granted
DSDZ2204/20 (2)	PROTECTED STRUCTURE: Permission is sought for the demolition of a non-original 3 storey over basement commercial building behind protected façade (c.1684.8m ² to be demolished) and the construction of a commercial building (c.3,714 GIA overall) extending to 8 storeys with setback 9th floor over existing basement consisting of office space at 1st to 8th floor level (c.2,073m ² NIA) and an entrance/shared office/townhall/café space (c.264m ² NIA) at ground floor level. The retained façade will be restored, repaired and repointed with new windows/doors as required. There is a terrace at 8th floor level and screened external plant is setback at roof level. Permission is also sought for all associated site development works, an ESB Substation (c.28m ²) at ground floor level and the provision of 60 no. bicycle spaces, shower facilities, bin store and plant within the existing basement level.	05/02/2020	30/03/2020	N/A	Granted
2449/20 (2)	The development will consist of amendments to the previously granted permission (28/01/2020 P0042) for works to the existing two-storey over basement building which included the conversion of basement and ground floors to a new yoga facility, maintaining the existing residential one-bedroom apartment at first floor level, the demolition of existing single storey builders material storage sheds to the rear (north) and construction of new single storey yoga studios with courtyard garden to the rear with single storey extension to the side (east) of existing main structure. The amendments cover the following items: <ul style="list-style-type: none"> - The addition of an external insulated render system to the existing house. - The removal of both chimneys to the east elevation. - Changes in internal layouts to the first floor apartment and the ground floor reception area - The enlargement of the ground floor front window - The removal of the external stairs from the basement and internal changes to the basement area - Amendments to the Yoga studio roofs and addition of photovoltaic array. 	10/03/2020	04/08/2020	Yes	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
DSDZ2482/20 (3)	<p>Planning permission is sought for development under the planning scheme for the north lotts and grand canal dock strategic development zone for alterations to previously approved development (Reg. Ref. DSDZ3648/18) which consisted of the demolition of an existing single storey building and the construction of an eight-storey mixed-use development. The development proposed in this application will consist of the following: (i) provision of 1 no. additional floor of office space with a louvred screened rooftop plant enclosure to the previously approved eight-storey development (Reg. Ref. DSDZ3648/18). The amendments will result in a nine-storey building; and (ii) internal and external alterations to previously approved development under Reg. Ref. DSDZ3648/18 including the following: (a) extension of lift and stair core to serve the additional floor level; (b) proposed balconies to first to seventh floor levels to be reduced in size and confined to the northern extent of the eastern façade fronting onto Cardiff Lane; (c) proposed eighth floor level to be part set back with fixed aluminium framed glazing to boardroom with 250mm deep external aluminium mullions and to be provided with a balcony with galvanised steel bars to balustrade; (d) previously approved louvred screens to eastern elevation to be omitted and replaced with aluminium framed glazing and metal mesh inserts; (e) provision of rear external fire escape stairs; and (f) drainage and all associated site works necessary to facilitate the development.</p>	12/03/2020	13/08/2020	N/A	Granted
WEB1184/20	<p>The development will consist of:</p> <ul style="list-style-type: none"> Demolition /removal of the existing ground floor back extension (10.4 sqm); The construction of a 26.2 sqm single storey flat roof extension to the rear of the existing house, consisting of a sitting-dining room with annex outside storage; Sundry works required to accommodate the above. 	02/04/2020	03/07/2020	N/A	Granted
DSDZ2796/20 (5)	<p>PROTECTED STRUCTURE: Planning Permission for signage at Building 2 (Hotel), permitted under Reg. Ref. DSDZ 2661/17 as previously amended by Reg. Ref. DSDZ4184/18 on a site of 1.35 hectares located at the junction of North Wall Quay and New Wapping Street, City Block 7, Spencer Dock, Dublin 1. The site is bound to the north by Mayor Street Upper, to the east by New Wapping Street, to the south by North Wall Quay and to the west by an unnamed street. The application site includes the former British Rail Hotel at 58-59 North Wall Quay, a protected structure (RPS 5838) and associated granite walls, railings, gates and adjoining setts in cul-de-sac, which are also protected structures (RPS 5839). Building 2 is permitted as hotel and forms part of the overall development at Spencer Place. The building is located to the north west corner of the overall development bound by Mayor Street to the north, an unnamed street adjoining Station Square to the west and the remainder of the development to the south and east. The application relates to a proposed development within a Strategic Development Zone Planning Scheme area. The proposed development comprises of the following:</p> <ul style="list-style-type: none"> Erection of 2 no. high level illuminated signs on the south and west elevation at 6th floor level; Erection of 1 no. low level double sided illuminated projecting sign at 1st floor level on the north elevation; Erection of 1 no. illuminated entrance sign at ground floor level on the southern elevation; 	02/06/2020	27/07/2020	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	All signage is associated with the permitted Hotel Development in Building 2.				
DSDZ2774/20 (6)	<p>PROTECTED STRUCTURE: Planning permission for amendments to a previously permitted development under Reg. Ref. DSDZ2661/17 as previously amended by Reg. Ref. DSDZ4184/18 for development at a site of 1.35 hectares located at the junction of North Wall Quay and New Wapping Street, Salesforce Tower, Station Square, City Block 7, Spencer Dock, Dublin 1.</p> <p>The site is bound to the north by Mayor Street Upper, to the east by New Wapping Street, to the south by North Wall Quay and to the west by an unnamed street. The application site includes the former British Rail Hotel at 58-59 North Wall Quay, a protected structure (RPS 5838), and associated granite walls, railings, gates, and adjoining setts in cul-de-sac, which are also protected structures (RPS 5839).</p> <p>The proposed amendments result in a total gross floor area of c.59,113sq.m. (excluding basement c. 7,948sq.m. and sub-basement c. 2,503sq.m.) comprising of c. 9,006sq.m. of hotel and associates uses c. 48,851sq.m. of office use, c. 1,086sq.m. of retail/restaurant/café uses, 170sq.m. of community use, above a lower ground floor and 2 no. basement levels (c.10,451sq.m.). The proposed development will result in an increase in floor area from c. 58,670 to c. 59,113sq.m.</p> <p>The applications relates to a proposed development within a Strategic Development Zone Planning Scheme area.</p> <p>The proposed amendments comprise of the following:</p> <p>Building 2</p> <ul style="list-style-type: none"> • Extension to the permitted restaurant at lower ground floor level by 67sq.m. • Provision of additional access point to Building 2 Mayor Street to serve the café and waste storage area. • Extension to permitted mezzanine level in Building 2 by 13sq.m. to provide for passenger lifts to this level. • Reconfiguration of the permitted plant at roof level to serve Building 2. • Minor modifications to the permitted façade of Building 2 as a result of the proposed amendments. • Proposed amendments will result in an overall increase of the permitted hotel from 8,926sq.m. to 9,006sq.m. <p>Building 3</p> <ul style="list-style-type: none"> • Provision of additional plant at roof level associated with Building 3 located in the north east corner of the site. • Minor increase to Building 3 stair core 3.3 height from 37.700m to 38.235m. • Relocation of the Community Space in Building 3 to ground floor and new mezzanine level between ground and first floor. • Provision of new shower facilities at lower ground floor of Building 3. • Minor relocation of permitted link bridges at 3rd and 5th floor level to the east by 3.6m linking Building 3 and Building 4. • Minor modifications to the permitted façade of Building 3 as a result of the proposed amendments. 	29/05/2020	23/07/2020	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<ul style="list-style-type: none"> The proposed amendments will result in an increase in floor area of Building 3 gross floor area from 10,172sq.m. to 10,337sq.m. Building 1B and Building 4 <ul style="list-style-type: none"> Internal reconfiguration of the north and south entrance and reception areas. Internal alterations to the cores to allow for additional WC provision. The proposed development also include the provision of 124 no. additional bike spaces in the form of bicycle racks at ground floor level within the public realm area surrounding the site accessible to all users, minor landscape works as a result of the additional bicycle spaces within the public realm area, minor amendments to the landscape courtyards and all other associated site development works necessary to facilitate the development.				
2772/20	PROTECTED STRUCTURE: Planning permission for development at a c. 0.029 hectare site at Columbia Mills, 14-15 Sir John Rogerson's Quay, Dublin 2, D02 E409 (a protected structure no. 7546). The development comprises the removal of the existing non-original roof and mezzanine upper floor of the building and the construction of a replacement 4th storey and addition of 5 no. storeys of office accommodation in a new steel frame glazed extension. The development will consist of: 1. Removal of the roof and upper mezzanine floor (c. 79 sqm) of the existing building (a protected structure) with total existing floor area of c. 1,027 sqm. 2. Replacement 4th storey and addition of 5 no. storeys to provide a 9 no. storey (over basement) office development comprising a total of c. 2,390 sqm of floor area. 3. External terraces will be provided at ground, setback fourth and ninth storeys levels, providing 92 sqm of amenity with upper terraces secured by glazed balustrades. 4. Works to the protected structure including removal of the existing non-original roof, mezzanine and external modern stairs to rear façade, non-original internal floor levels, staircases and part boundary walls, to facilitate the core structure of the proposed development. 5. Conservation and preservation work and treatment of existing elevations, internal structure and floors, with improvement works to windows and provision of a secondary entrance at ground floor level to Sir John Rogerson's Quay. 6. A total of 21.7 sqm of signage at north (13.5 sqm) east (4.1 sqm) and west (4.1 sqm) elevations. 7. Provision of 27 no. bicycle parking spaces, changing facilitates and WCs at basement level. 8. All associated plant, ancillary infrastructure, green roof and site works.	29/05/2020	18/12/2020	Yes	Granted
2955/20	Permission for the construction of a first floor addition to the rear of the existing, single storey terraced house. The development will consist of demolition of the rear roof and a portion of the existing rear walls and construction of a new first floor addition to the rear, with a 2.2m ² first floor courtyard, screened with translucent glass, and minor alterations to the existing ground level extension, leading to an overall increase in footprint area of 2m ² . The development will consist of extending the existing front roof to a new higher ridge level, to match neighbouring extensions, with 3 No. Velux type roof windows to the front of the house, and a new flat roof to the rear, with 2. No. skylights, and all associated site works.	01/07/2020	01/10/2020	N/A	Granted
DSDZ2970/20 (7)	PROTECTED STRUCTURE: Permission for development at a c.1.34 ha site located at the junction of North Wall Quay and New Wapping Street, Station Square, Block 7, Spencer Dock, Dublin 1. The site is	06/07/2020	28/08/2020	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	bound to the north by Mayor Street Upper, the east by New Wapping Street, the south by North Wall Quay and the west by an unnamed street and a green open space known as 'Central Square'. The application site includes the former British Rail Hotel at 58-59 North Wall Quay (Protected Structure) (RPS 5838) and its associated granite walls, railings, gates and adjoining setts (Protected Structure) (RPS 5839). The application relates to a proposed development within the North Lotts & Grand Canal Dock SDZ Planning Scheme Area. The development will consist of: permission for the installation of new business identification signage (6no. signs in total) on a development previously permitted under Reg. Ref. DSDZ2661/17 (and subsequently amended under Reg. Refs. DSDZ4184/18 and DSDZ2774/20). The proposed signage comprises the following: Sign no. 1: a wall-mounted, illuminated, aluminium letter sign affixed to the northern elevation of Building 3, measuring 7.5m in width and 1.7m in height (total area approx. 12.75 sqm); Sign no. 2: a wall-mounted, illuminated, aluminium letter sign affixed to the western elevation of Building 1B, measuring 7.5m in width and 1.7m in height (total area approx. 12.75 sqm); Sign no. 3: a wall-mounted, illuminated, aluminium letter sign affixed to the southern elevation of Building 4, measuring 7.5m in width and 1.7m in height (total area approx. 12.75 sqm); Sign no. 4: a wall-mounted, illuminated, aluminium 'cloud logo' sign affixed to the southern elevation of Building 3, measuring 3.2m in width and 2.2m in height (total area approx. 7sqm); Sign no. 5: a wall-mounted, illuminated, aluminium 'cloud logo' sign affixed to the southern elevation between Buildings 1B and 4, measuring 3.2m in width and 2.2m in height (total area approx. 7sqm); Sign no. 6: a wall-mounted, illuminated, aluminium 'cloud logo' sign affixed to the southern elevation between Buildings 1A and 4, measuring 3.2m in width and 2.2m in height (total area approx. 7sqm).				
WEB1513/20	The development will consist of demolition of existing single storey extension to the rear of the property and the construction of a new two storey extension to the rear, which will comprise of the raising of the existing roof ridge height and the addition of 3 no. roof lights to the front of the property and all associated works.	31/07/2020	10/09/2020	N/A	Granted
WEBDSDZ1562/20 (2)	For temporary development of a site at Coach Park, Park Lane, Spencer Dock, Dublin 1. This application relates to proposed development within the North Lotts and Grand Canal Dock Strategic Development Zone (within Block 2A & 2C of Planning Scheme). This application relates to proposed development within the North Lotts and Grand Canal Dock Strategic Development Zone (within Block 2A & 2C of Planning Scheme). The proposed development consists of the continued temporary use for a period of five years (subsequent to extant permission Reg. Ref. DSDZ3650/15), comprising 1,900sq.m (0.19hecares), of an entrance and access road from Park Lane to Iarnród Éireann's North Wall Yard, via an underpass beneath Sheriff Street Upper. The development includes (as constructed in accordance with Reg. Ref DSDZ3650/15), a gated entrance (28m frontage opening) north of Mayor Street on the eastern side of Park Lane. The private access road is generally 8m in width and 150m in total length, part of which is an existing private road previously constructed by Iarnród Éireann. Lighting, fencing, CCTV and vehicle management controls will be implemented at the entrance and along the route.	17/08/2020	09/10/2020	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>The facility will only permit access to empty private coaches. The coach park will continue to operate as per the existing requirements of Condition No. 3 (7am to midnight) of the extant planning permission for the Coach Park Reg. Ref. 3651/15 PL29N.245861.</p> <p>It is intended to continue to use the former North Wall Freight Depot as a Coach Parking Facility on a temporary basis until the lands are necessary for the construction of DART Underground, for which a Railway Order has been approved.</p> <p>This application is also subject to a concurrent and inter-related planning application for the continued temporary use of a coach parking facility (further to extant permission Reg. Ref 3651/15 PL29N.245861) to the north of Sheriff Street Upper, which is on lands outside the Grand Canal and North Lotts Strategic Development Zone.</p>				
3194/20	<p>PROTECTED STRUCTURE: Permission for development at The Church of The Immaculate Heart of Mary, a protected structure, RPS No. 1864 at City Quay, Dublin 2.</p> <p>The development will consist of the following:</p> <ol style="list-style-type: none"> External works to the existing church building to include pointing and stone repair to the south elevation and campanile; -new lead capping to the external buttress wall at the south east corner; -insertion of 6 no. slate vents into the east and west church roof; Works to main entrance area to include a new short access ramp, adjustment to existing door for accessibility purposes, new matwell and tiled floor finish; relocation of 2 no. holy water fonts; relocation Shrine to Our Lady, demolition of existing timber lobby screen and doors and replacement with new glazed screen and doors, additional light and wiring to new routes; Works to the western annex to include the removal of 1 no. existing confessional boxes, installation of an accessible WC and installation of new fire escape doors in eastern elevation. Works to the main body of the church to include redecoration, renewal of flooring and selected joinery, relocation of 4 no. shorter pews from the rear to the front of the main aisle to allow for new wheelchair spaces, new Olea Sacra to the western nave, new floor finish, repair work to stained glass window in the north facade, repair works to the window above the altar as well as various repairs to the windows on east and west facades, replacement of cover plates to the donation boxes; Insertion of a new Olea Sacra cabinet on the narthex adjacent to the existing baptismal font; Works to the altar area to include commissioning of a new altar and steps to the pulpit; Refurbishment of stained glass windows including repair work to stained glass window in North facade, repair work to the window above the altar, as well as various repairs to the windows in the east and west facades; Works to the sacristy area; New brass guardrail to choir area; Upgrading of mechanical and electrical services throughout the building including the addition of new lighting and wiring routes, installation of new destratification fans suspended from the roof. 	13/08/2020	07/10/2020	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3245/20 (3)	<p>Planning permission for development on a site of c.0.39ha. at 25-28 North Wall Quay, Dublin 1, D01 H104. The site is bound by National College of Ireland to the north, North Wall Quay to the south, AIG Ireland to the east and Spencer Hotel to the west.</p> <p>The proposed development comprises of the following:</p> <ul style="list-style-type: none"> • Refurbishment of the existing 6 no. storey building to provide for a new façade treatment to all elevations and all associated demolitions as a result; • Infill and extension of the building along the southern boundary resulting in an additional c.668sqm.; • Extension to office accommodation at ground floor level to the western side of the building comprising c.150sqm.; • Infill of existing accessible terrace at 5th floor level on the northern elevation c.119sqm.; • Provision of 2 no. additional floors (3,690sqm) increasing the overall height of the building from 6 no. storeys (23.67m) to 8 no. storeys (31.7m). The 6th floor level will be set back from the southern elevation and the 7th floor will be set back from all elevations; • Amendments to the ground floor layout to provide for a revised double height entrance lobby to the office to the south of the building; • Amendments to the internal layouts of the office floorspace and provision of new glazed atrium feature at roof level; • Amendments to basement level to provide for a reconfiguration of the car parking spaces resulting in a reduction from 98 no. to 69 no., 177 no. cycle parking spaces and 24 no. visitor cycle parking spaces, new shower and locker rooms, plant rooms and store rooms. Access to basement level will remain unchanged; • Provision of 1 no. "A&L Goodbody" entrance sign comprising of stainless steel internally illuminated individually mounted lettering to the south elevation and 1 no. "A&L Goodbody" façade sign at 6th floor level on the south elevation in the eastern corner comprising of Perspex lettering with LED light tape backing; • Alterations to the hard and soft landscaping, SUDs drainage, PV Panels, provision of plant at basement and roof level, accessible terraces at 6th floor (south elevation) and 7th floor level (north and south elevations), green roofs and all other associates site development works necessary to facilitate the development. <p>The proposed development will result in an increase in gross floor area from 15,798sqm (including basement of 3,708sqm) to 21,065sqm (including basement of 3,708).</p>	25/08/2020	19/10/2020	N/A	Granted
DSDZ3347/20 (8)	<p>PROTECTED STRUCTURE: Planning Permission for amendments to a previously permitted planning permission Reg. Ref. DSDZ23449/19 for development at a site of 1.35 hectares located at the junction of North Wall Quay and New Wapping Street, Spencer Dock, Dublin 1. The site is bound to the north by Mayor Street Upper, to the east by New Wapping Street, to the south by North Wall Quay and to the west by an unnamed street. The application now includes the former British Rail Hotel on 58-59 North Wall Quay, a protected structure (RPS 5838) and associated granite walls, railing, gates and adjoining setts in cul-de-sac, which are also protected structures (RPS 5839). The application relates to a</p>	09/09/2020	15/01/2021	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>proposed development within a Strategic Development Zone Planning Scheme area. The proposed development relates to Building 1A (former British Rail Hotel RPS 5838 and 5839) The proposed amendments are as follows:</p> <ul style="list-style-type: none"> - Provision of external services comprising emergency services to all building elevations of Building 1A at ground floor level; - Provision of external up lights integrated into the paving surrounding the building; - Provision of external lighting comprising of LED strip and linear adjustable lighting to all building elevations at Building 1A at all floor levels; - Provision of AOV at roof level and revisions to lift overrun; - Relocation of permitted emergency access doors in the north east core from the east elevation to the north elevation; <p>The development also includes all associated site development works necessary to facilitate the development.</p>				
3478/20	<p>The development will consist of the demolition of the single storey lean to and sections of the boundary walls of the existing house and the construction of a two storey rear and side extension and internal alterations. There will also be associated site works to the rear courtyard and a partially rebuilt boundary wall.</p>	01/10/2020	23/11/2020	N/A	Granted
WEBDSDZ1821/20	<p>We, SJRQ Riverside IV Management Limited c/o Aramark Property intend to apply for planning permission for development to the central courtyard of Riverside IV, 70 Sir John Rogerson's Quay development, Sir John Rogerson's Quay, Dublin Docklands, Dublin 2. This application relates to a proposed development within a Strategic Development Zone planning scheme area.</p> <p>The site is bound by Sir John Rogerson's Quay to the North, by Horse Fair (also known as Britain Quay) to the South, Britain Quay to the East and by Blood Stoney Road to the West with access to the central courtyard from the North via Sir John Rogerson's Quay and from the East via Britain Quay.</p> <p>The proposed development consists of upgrade to site security and public lighting to include the following:</p> <ul style="list-style-type: none"> (i) Installation of 3 No. public lighting poles with integrated CCTV linked to site security system; (ii) All associated ground works and associated ancillary works. 	16/11/2020	19/01/2021	N/A	Granted
WEB1843/20 (2)	<p>The development consists of the alterations to the previously granted extension (Planning Ref: 2858/18) to Irishtown Stadium comprising of revisions to the elevations including the removal of the previously granted link corridor, alterations to window configuration, with the addition of a plant room at ground floor level. The amended proposal has an overall reduction in area of 37.4 m2 to the previously granted scheme of 927.4 m2</p>	20/11/2020	21/01/2021	N/A	Granted
DSDZ3859/20	<p>Permission for development at this site: within Block E generally bounded by Block D and Block B Dublin Landings, North Wall Quay and Castleforbes Road, North Lotts, Dublin 1. This application relates to a proposed development within the North Lotts and Grand Canal Dock SDZ Planning Scheme area. The development will consist of: amendments to development permitted under Dublin City Council Reg. Ref. DSDZ3552/16, as amended by Reg. Ref.</p>	03/12/2020	05/02/2021	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	DSDZ2352/18 and development. The amendments will comprise of a change of use of the permitted restaurant unit (Gross Floor Area (GFA) 264sqm) in Building E01 at ground floor level on North Wall Quay from restaurant to office and development to include a mezzanine level (GFA 224sqm) within the permitted unit resulting in an overall GFA 488sqm. The mezzanine level will accommodate office use and include welfare facilities and lift access. The development will also include for the provision of a revolving door on the south elevation; relocation of the universal door on the south elevation; relocation of the fire escape door on the north elevation; replacement of permitted fire escape with window on the north elevation; replacement of louvres with glazing on north elevation; all at ground floor/mezzanine level; and all associated development works on a site of 0.0269ha.				
DSDZ2084/21	The application relates to development within the North Lotts and Grand Canal Dock Strategic Development Zone. The proposed development involves the replacement of existing plant on the roof of the seven-storey office building and provision of additional rooftop plant, all within an extended rooftop plant enclosure screen (leading to an increase in the plant screen area from c.307m ² to c.458m ²). The extended rooftop plant screen will match the c.28.925m height of the existing plant screen. The application includes all associated and ancillary development and site works above and below ground.	25/01/2021	19/03/2021	N/A	Granted
DSDZ2103/21	<p>Permission for a ten-year permission for development totaling 66,718 sq m above and below ground on a site of 0.921 ha at City Block 9, North Wall Quay and Mayor Street Upper, Dublin 1. (The cumulative gross floor area above ground is 43,767 sq m; with three basement levels totaling 22,951 sq m (including 7,119 sq m at lower ground level).) The subject site is principally bounded by: Mayor Street Upper to the north; North Wall Quay to the south; Castleforbes Road to the west; and the residual City Block 9 lands of 1.029 ha to the east. The development site of 0.921 ha includes 0.071 ha of lands to facilitate the temporary provision of a pocket park at ground level pending redevelopment of the residual City Block 9 lands.</p> <p>The application relates to a proposed development within a Strategic Development Zone Planning Scheme area, located within City Block 9 as identified in the North Lotts & Grand Canal Dock Planning Scheme, 2014. The development will consist of the following:</p> <ol style="list-style-type: none"> 1. Construction of 3 No. commercial office buildings (identified as four blocks (Blocks B1-B4)) ranging in height from 5-storeys to 9-storeys. The breakdown of accommodation is as follows: Block B1 is 7 storeys in height with a Gross Internal Area (GIA) of 9,409 sq m (excluding 1,681 sq m at lower ground floor level), with external accessible terraces and with roof-level terrace and extended access core; Blocks B2 and B3 are 5-9 storeys in height with a combined GIA of 25,640 sq m (excluding 3,486 sq m at lower ground floor level) (including a retail services unit of 147 sq m and a gallery / exhibition space of 224 sq m, both located at ground floor), with external accessible terraces and with roof-level terrace and extended access core; and Block B4 is 5-8 storeys in height with a GIA of 8,718 sq m (excluding 1,952 sq m at lower ground floor level) (including a retail services unit of 140 sq m located at ground floor), and with external accessible terraces with roof-level terrace and extended access core. 	29/01/2021	19/08/2021	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>2. Construction of basement accommodation (22,951 sq m), accommodating: lower ground floor level (7,119 sq m) of office and ancillary accommodation; plant rooms (1,599 sq m); waste storage facilities (290 sq m); employee changing / drying / locker facilities (825 sq m); a bike repair area (40 sq m); a goods' storage area (298 sq m); double loading bay; 107 No. car parking spaces; 14 No. motorcycle parking spaces; and 570 No. bicycle parking spaces, with vehicular access provided by ramp from Castleforbes Road.</p> <p>3. Development of a new western pedestrian lane from Castleforbes Road linking centrally with a new pedestrian lane through the centre of the overall City Block 9 site to North Wall Quay, with a second lane also linking to North Wall Quay to the east of Block B4.</p> <p>4. Public realm improvements, to include the provision of a sculptural feature to the corner of North Wall Quay and Castleforbes Road. (Public realm works inclusive of parking and loading bays external to the planning application site boundary will be subject to agreement with Dublin City Council.)</p> <p>5. All enabling and site development works, landscaping, lighting, services and connections, waste management, interim site hoarding, and all other ancillary works above and below ground including the use of secant piling permitted under Reg. Ref. DSDZ3779/17 and DSDZ3780/17 (as amended by DSDZ3042/19).</p> <p>A Natura Impact Statement has been prepared in relation to the proposed development.</p>				
DSDZ2144/21 (9)	<p>PROTECTED STRUCTURE: Planning Permission for amendments to a previously permitted development under, Reg. Ref. DSDZ2661/17 as previously amended by Reg. Ref. DSDZ4184/18, DSDZ3449/19, DSDZ3347/20, and DSDZ2774/20 for development at a site of 1.35 hectares located at the junction of North Wall Quay and New Wapping Street, City Block 7, Spencer Dock, Dublin 1. The site is bound to the north by Mayor Street Upper, to the east by New Wapping Street, to the south by North Wall Quay and to the west by an unnamed street. The application site includes the former British Rail Hotel at 58-59 North Wall Quay, a protected structure (RPS 5838), and associated granite walls, railings, gates and adjoining setts in cul-de-sac, which are also protected structures (RPS 5839). The application relates to a proposed development within a Strategic Development Zone Planning Scheme area.</p> <p>The proposed development seeks a reconfiguration of the permitted basement layout comprising of the following:</p> <ul style="list-style-type: none"> • Reduction in the number of car parking spaces from 165 no. to 118 no.; • Reduction in the number of bicycle spaces at basement level from 620 no. to 548 no.; • Provision of additional plant and associated services; • Provision of staff changing rooms and all other site ancillary works necessary to facilitate the development. 	02/02/2021	29/03/2021	N/A	Granted
DSDZ2525/21	<p>This application relates to a proposed development within the North Lotts and Grand Canal Dock Strategic Development Zone (SDZ) Planning Scheme Area.</p> <p>The development will consist of: the erection of 3 no. fixed, internally illuminated totem signs (c.2.6m x 0.5 x 0.2m) at the junctions of Mayor Street Upper and</p>	01/04/2021	26/05/2021	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	Slate Street, North Wall Quay and Slate Street and Castleforbes Road and Fish Lane respectively; and all associated works.				
DSDZ2529/21 (4)	<p>PROTECTED STRUCTURE: Permission for development at Nos. 30-32, Sir John Rogerson's Quay, Dublin 2, including a Protected Structure (the former Tropical Fruit Co. Warehouse, RPS Reference No. 7548) and lands bounded by Whittaker Square to its rear (south) and by existing developments to east and west.</p> <p>The application relates to development within the North Lotts and Grand Canal Dock Strategic Development Zone.</p> <p>The proposed development involves amendments to previous permission (Reg. Ref's. DSDZ3803/19, DSDZ4446/18, DSDZ2584/18 and DSDZ2533/18); including the following elements:</p> <ul style="list-style-type: none"> -Relocation of the entrance gates from the Sir John Rogerson's Quay boundary (further into the site), -erection of a canopy above the main entrance to the new building element, -a signage plaque beside the entrance gate on the eastern facade of the Tropical Fruit Co. Warehouse (Protected Structure) and up-lighting on the front (north) facade of the Tropical Fruit Co. Warehouse; -metal rainscreen cladding and a security gate incorporated into permitted south office facade (facing Whittaker Square), -an amended landscape design, -revised pedestrian ramp and stepped transition to Whittaker Square, -a roof terrace with stepped seating area and glass handrail (at roof level of the permitted projection over the Tropical Fruit Co. Warehouse); -and security railings to the western site perimeter. <p>The development also involves modifications to the extent of the ribbon rooflights to the Tropical Fruit Co. Warehouse, 2 new external security gates on the Eastern end of the permitted office building at ground level, removal of a modern 'bullseye' window at the Tropical Fruit Co. Warehouse, and an increase in cafe mezzanine size (to provide c. 30m2 of additional floor space).</p> <p>The application includes all associated and ancillary development and site works above and below ground.</p>	01/04/2021	27/07/2021	N/A	Granted
DSDZ2626/21 (10)	<p>PROTECTED STRUCTURE: planning permission for signage at the ground floor of Building 2, Block 7, Spencer Dock permitted under Reg. Ref. DSDZ2661/17 as previously amended by Reg. Ref. DSDZ4184/18 and DSDZ2796/20 on a site of 1.35 hectares located at the junction of North Wall Quay and New Wapping Street, City Block 7, Spencer Dock, Dublin 1.</p> <p>The site is bound to the north by Mayor Street Upper, to the east by New Wapping Street, to the south by North Wall Quay and to the west by an unnamed street. The application site includes the former British Rail Hotel at 58-59 North Wall Quay, a protected structure (RPS 5838) and associated granite walls, railings, gates and adjoining setts in cul-de-sac, which are also protected structures (RPS 5839).</p> <p>Building 2 is permitted as hotel with cafe unit at ground floor and forms part of the overall development at Spencer Place. The building is located in the north west corner of the overall development bound by Mayor Street to the north, an unnamed street adjoining Station Square to the west</p>	20/04/2021	22/10/2021	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>and the remainder of the development to the south and east.</p> <p>The application relates to a proposed development within a Strategic Development Zone Planning Scheme area.</p> <p>The proposed development comprises of the following:</p> <p>Erection of 1 no. internal double sided hanging illuminated entrance sign at ground floor level on the north elevation fronting onto Mayor Street Upper.</p> <p>All signage is associated with the permitted cafe unit at ground floor level in Building 2.</p>				
WEB1463/21	The development will consist of the demolition of an existing single storey extension to the rear, the construction of a new single storey, flat-roof extension to the rear, to include 2 no. new rooflights and all associated ancillary drainage and landscaping works.	27/04/2021	17/06/2021	N/A	Granted
2676/21	The development will consist of the construction of a part single storey, part two storey extension to the rear and all associated site works.	28/04/2021	18/06/2021	N/A	Granted
2788/21 (3)	RETENTION: Retention planning permission for amendments and permission for the completion of amendments to the development permitted under Dublin City Council Register Reference 2449/20, to include internal rearrangement of the permitted basement area to provide direct stair access to the main hallway to comply with Fire escape regulations and corresponding changes to the ground floor area. The repositioned stair necessitates approximately 2.2 cubic metres of excavation at 5m from the western boundary and 3 m from the eastern boundary. The permitted ground floor juice bar seating area and services are rearranged to accommodate the stair and the part M lift. Associated elevational changes to the rear courtyard elevation involve increasing the area of glazing by 3.5sqm. All works are within the footprint of the permitted building.	18/05/2021	12/07/2021	Yes	Pending
DSDZ3123/21	<p>Permission for development at a c.0.0672 ha site, at Retail Units A & B, Building R, Spencer Dock, Mayor Street Upper, Dublin 1.</p> <p>The development will consist of the following: (i) The amalgamation of retail units A and B to provide a single retail unit with a total gross floor area of c. 629 sqm; (ii) the provision of ancillary off-licence areas of 29 sqm; (iii) the provision of associated internal (behind glazing) signage to the southern and western elevations comprising individually mounted internally illuminated letters; information signage; and an over door sign at the customer entrance on the southern elevation; (iv) minor works including a new glazed door, fixed screen and louvres to the western elevation; louvres to the southern elevation; frosted vinyl coverings and manifestations to glazing on the northern, southern and western elevations; and an internal roller shutter at the customer entrance; (v) associated plant area to be provided at basement level; and (vi) all ancillary site services and site development works. The application relates to a proposed development within a SDZ Planning Scheme Area.</p>	09/07/2021	02/09/2021	N/A	Granted
DSDZ3194/21 (11)	PROTECTED STRUCTURE: Permission for development at a c. 1.34 ha site located at the junction of North Wall Quay and New Wapping Street, Station Square, Block 7, Spencer Dock, Dublin 1. The site is bound to the north by Mayor Street Upper, the east by New Wapping Street, the south by North Wall Quay and the west by an unnamed street and a green open space known as Central Square'. The	21/07/2021	14/09/2021	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>application site includes the former British Rail Hotel at 58-59 North Wall Quay (Protected Structure) (RPS 5838) and its associated granite walls, railings, gates and adjoining setts (Protected Structure) (RPS 5839). This application relates to a proposed development within the North Lotts & Grand Canal Dock SDZ Planning Scheme Area. The development will consist of permission for the installation of new business identification signage (6 no. signs in total) on a development previously permitted under Reg. Ref. DSDZ2661/17 (and subsequently amended under Reg Refs. DSDZ4184/18, DSDZ2774/20 and DSDZ2144/21). The proposed signage comprises the following: Sign no. 1: A c. 2.4m in height, c. 90 cm in width and c. 15 cm in depth aluminium and vinyl wayfinding totem located at street level on the East-West Pedestrian Space between at the north-western corner of Building 4 (total area c. 4.4 sq m including front and back); Sign no. 2: A c. 7.2 m in height and c. 23.1 m in width, c. 1.1 m in depth, wall-mounted, LED Screen with return, affixed to the north internal wall of the southern entrance lobby, south of Building 4, fronting onto North Wall Quay (total area c. 184 sq m); Sign no. 3: A c. 3.8 m in height and c. 3.6 m in width, c. 40 cm in depth wall-mounted, LED Screen with return, affixed to the western internal wall of the northern entrance lobby, between Building 1B and Building 4, fronting onto the north-south pedestrian plaza (total area c. 16sq m); Sign no.4: A c. 1.9 m in height, c. 2.7 m in width and c. 12.5cm dept cloud shaped, illuminated, acrylic and aluminium 'cloud logo' sign affixed to the north internal wall of the southern entrance lobby, south of Building 4, fronting onto North Wall Quay (total area c 3.6 sq m); Sign no. 5: A c. 1.6 m in height, c. 2.3 m in width and c. 12.5cm dept cloud shaped, illuminated, acrylic and aluminium 'cloud logo' sign affixed to the eastern internal wall of the northern entrance lobby, between Building 1B and Building 4, fronting onto the north-south pedestrian plaza (total area c 2.5 sq m); Sign no. 6: A c. 2.2 m in height, c. 3.1 m in width and c. 12.5cm dept cloud shaped, illuminated, acrylic and aluminium 'cloud logo' sign affixed to the western internal entrance lobby wall of Building 3, fronting into Building 3 (total area c 4.9 sq m); and related ancillary works.</p>				
DSDZ3413/21 (12)	<p>PROTECTED STRUCTURE: Planning permission for amendments to a previously permitted development under, Reg. Ref. DSDZ2661/17 as previously amended by Reg. Ref. DSDZ4184/18, DSDZ3449/19, DSDZ2774/20, DSDZ2796/20, DSDZ3347/20 and DSDZ2144/21 for development at a site of 1.35 hectares located at the junction of North Wall Quay and New Wapping Street, City Block 7, Spencer Dock, Dublin 1.</p> <p>The site is bound to the north by Mayor Street Upper, to the east by New Wapping Street, to the south by North Wall Quay and to the west by an unnamed street. The application site includes the former British Rail Hotel at 58-59 North Wall Quay, a protected structure (RPS 5838), and associated granite walls, railings, gates, and adjoining setts in cul- de-sac, which are also protected structures (RPS 5839).</p> <p>The application relates to a proposed development within a Strategic Development Zone Planning Scheme area.</p> <p>The proposed development comprises of the following:</p> <p>Building 2 and its environs</p> <ul style="list-style-type: none"> Provision of weathering enclosures for mechanical services at roof level of 9th storey and 	30/08/2021	22/10/2021	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>relocation of plant screen door and additional plant screen door;</p> <ul style="list-style-type: none"> Omission of section of permitted green roof from roof level (roof of 9th storey element); Provision of green roof at terrace on hotel 7th floor level (roof of 7th storey) (resulting in a net increase in coverage of the green roof area of 10 sqm); Provision of access ramps and steps at ground floor level to the northern elevation; Associated revisions to landscaping including omission of bicycle parking stands to the northern boundary and relocation of bicycle parking stands to the western boundary; Provision of external public seating to the north of the building; Reconfiguration of flood barrier to the north of the building; <p>Environs of Building 3</p> <ul style="list-style-type: none"> Omission of bicycle stands from the northern boundary of Building 3; Amendments to tactile paving to the northeast of the building of Building 3; Omission of 2 no. raised planters at entrance to Building 3; <p>Environs of Building 4</p> <ul style="list-style-type: none"> Revisions to permitted pedestrian access route and stepped access to the north of Building 4; Provision of external public seating to the east and south of Building 4; Relocation of the loading bay on the southern boundary of Building 4; Amendments to tactile paving to the southeast of Building 4; Public seat <p>Environs of Building 1B</p> <ul style="list-style-type: none"> Revisions to permitted pedestrian access route and stepped access to the north and west of Building 1B; Relocation of bicycle stands from the northern boundary of Building 3 to this location; <p>Environs of Protected Structure Building 1A</p> <ul style="list-style-type: none"> Revisions to permitted stepped access at the southern and western boundaries of Building 1A; Infill of existing gap on western external wall; Amendments to tactile paving to the southwest of Building 1A; <p>Omission of 4 no permitted trees on the northern boundary and 1 no. tree on the western boundary. The total number of bicycle parking spaces on the site will remain at 548 no. The proposed development also includes all minor modifications to permitted landscaping revisions within the public realm area, minor amendments to the landscaped courtyards and all other associated site development works necessary to facilitate the development.</p>				
3592/21 (2)	<p>Permission for internal and external alternations to an existing single storey ground floor restaurant unit; and change of use of restaurant floorspace to flexible workspace, catering space for office staff and clients, and public takeaway cafe facility at Unit 1, 13-18 City Quay, Dublin 2. External works comprise: relocation of existing door pair on east elevation (Prince's St South) and creation of new public takeaway</p>	28/09/2021	22/11/2021	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	facility/kiosk within existing door pair on north elevation (City Quay). Internal alterations comprise: removal of existing restaurant fit-out, creation of new connection to office lobby, and all associated works.				
3715/21	Planning permission for development at this site at 50 City Quay, Dublin Docklands, Dublin, D02 F588 and ESB substation located directly opposite to the north of City Quay. The development will consist of a mural (84sqm), at the western elevation of existing property at 50 City Quay extending 3 storeys in height; and four murals (100sqm in total), at each of the elevations of a single storey ESB substation located opposite to the north.	18/10/2021	10/12/2021	N/A	Granted
DSDZ3165/22	PROTECTED STRUCTURE: The development involves internal works to the former Tropical Fruit Company Warehouse, a Protected Structure (RPS Reference No. 7548), and for development at the office block to the south of the Protected Structure, all on land bounded by Whittaker Square to its rear (south) and by existing developments to east and west. The site faces (north) onto Sir John Rogerson's Quay. The application relates to development within the North Lotts and Grand Canal Dock Strategic Development Zone. The proposed development involves amendments to previous permissions (Reg. Ref's. DSDZ 3803/19, DSDZ 4446/18, DSDZ 2584/18, DSDZ 2533/18 and DSDZ2529/21), including the following elements: Protected Structure - Reduction of c.135m ² in the permitted café area (from c.338 m ² to c.203 m ²) due to removing café use from the First-Floor level in the Protected Structure; Change of use of the former c.135m ² café area to office use at First-Floor level in the Protected Structure; Infilling of a void between Ground and First-Floor levels (c.72m ²) and removal of internal partitions and lobby, leading to cumulative additional office space of c.230m ² at First-Floor level (comprised of the change of use from café (c.135m ²), plus the mezzanine infill (c.72m ²) and internal lobby and partition omission (c.23m ²)) in the Protected Structure; and Office Block on South of Site - Increase in parapet height of c. 0.41 m of the office block to the south of the Protected Structure - (from c. 25.61m to c. 26.02m) and an increase in rooftop plant screen louvre height of c.0.54m (from c. 27.01 m to c. 27.55 m) and associated elevational modifications.	28/01/2022	24/03/2022	N/A	Granted
DSDZ3288/22	PROTECTED STRUCTURE: SFDC Ireland Limited intends to apply for permission for development at a c. 1.34 ha site located at the junction of North Wall Quay and New Wapping Street, Station Square, Block 7, Spencer Dock, Dublin 1. The site is bound to the north by Mayor Street Upper, the east by New Wapping Street, the south by North Wall Quay and the west by an unnamed street and a green open space known as 'Central Square'. The application site includes the former British Rail Hotel on 58-59 North Wall Quay, a protected structure (RPS 5838), and associated granite walls, railings, gates and adjoining setts in cul-de-sac, which are also protected structures (RPS 5839). The application relates to a proposed development within the North Lotts & Grand Canal Dock SDZ Planning Scheme Area. The development will consist of permission for internal works to the protected structure. The proposed works include the installation of a new door at basement level; alterations at Ground Floor Level, including the creation of a new ope to the Elevator in the western wing and the replacement of an existing pier wall in the eastern wing; construction of a new	16/02/2022	01/09/2022	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>sloping floor to the Lobby in the East Wing, to facilitate wheelchair access; installation of a new glazed door and glazed screen in existing opes in the Entrance Lobby; alterations to the existing Winter Garden to the rear of the structure, which include the installation of a new transparent acoustic drape at the southern end of the area; the replacement of permitted sliding doors with swing doors, installation of new planters; the construction of new access stairs and an elevator at the northern end of the space.</p> <p>Works proposed at first floor level include the removal of some modern doors; the construction of a new partition wall to the Conference Room in the West Wing; the relocation of existing doors internally in the building; construction of a new screen wall and door to the existing Lift Lobby in the West Wing; provision of new glazed security screen to the staircase at First Floor level. At second floor level it is proposed to remove modern doors; construction of a new partition wall to the Conference Room in the West Wing and the relocation of existing doors. At third floor level it is proposed to remove modern doors and a modern screen wall and to construct new lightweight partition walls within the existing rooms in the West Wing and relocate existing doors. At roof level it is proposed to undertake repair works to the existing chimney pots and to replace the existing roof lantern to the staircase with a replica and related ancillary works above and below ground. In the interest of clarity, no external works are proposed to the structure.</p>				
WEB1195/22	<p>Planning permission for the following:</p> <p>(a) part single part two storey extension to rear of existing dwelling house,</p> <p>(b) minor internal modifications,</p> <p>(c) connection to existing services and all associated development works at 19 Saint Brendan's Cottages, Irishtown, Dublin 4. Eircode D04 E677</p>	08/03/2022	29/04/2022	N/A	Granted
WEB1221/22	<p>The development will consist of proposed new pedestrian gate, vehicle access and driveway to accommodate electric vehicle and charging point and new boundary railing between adjoining properties no.47and no.48. Pigeon House Road, Ringsend, Dublin 4.</p>	14/03/2022	06/05/2022	N/A	Granted
WEB1248/22	<p>Proposed new pedestrian access gate at no. 48 Pigeon House Road and new boundary railing between adjoining properties no. 48 and no. 47 Pigeon House Road, Ringsend Dublin 4.</p>	21/03/2022	27/06/2022	N/A	Granted
DSDZ3640/22	<p>The development will consist of: The demolition and excavation of approximately 32sqm of existing kerb and decorative paved build-out on the Western side of Park Lane to facilitate the reconstruction of a new kerb line and associated paving works, the subsequent extension of the existing set-down bay by approximately 17m, to include a dropped kerb and associated tactile paving for wheelchair access to Spencer Dock development, ancillary works including road pavement works, road marking, lighting post and signage relocation, and adjustment of chamber levels to match proposed new road levels. This application relates to a proposed development within a Strategic Development Zone Planning Scheme area.</p>	06/07/2022	02/08/2022	N/A	Granted
DSDZ4115/22	<p>PROTECTED STRUCTURE: The site is bound to the north by Mayor Street Upper, the east by New Wapping Street, the south by North Wall Quay and the west by an unnamed street and a green open space known as 'Central Square'.</p> <p>The application site includes the former British Rail Hotel at 58-59 North Wall Quay (Protected Structure)</p>	01/06/2022	26/07/2022	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>(RPS 5838) and its associated granite walls, railings, gates and adjoining setts (Protected Structure) (RPS 5839).</p> <p>This application relates to a proposed development within the North Lotts & Grand Canal Dock SDZ Planning Scheme Area.</p> <p>The development will consist of amendments to the previously permitted development, which allowed for the installation of new business identification signage (Reg. Ref. DSDZ3194/21). The proposed amendments include a reduction in scale and removal of return of the previously permitted wall-mounted, LED Screen with return, affixed to the north internal wall of the southern entrance lobby, south of Building 4, fronting onto North Wall Quay (new total area c.81 sq m). In addition, the previously permitted, LED Screen with return, affixed to the western internal wall of the northern entrance lobby, between Building 1B and Building 4, fronting onto the north-south pedestrian plaza (total area c. 16sq m) is to be omitted.</p>				
WEBDSDZ1767/22	<p>Planning Permission for the integration of the 7th floor, two bedroom apartment No.31 (Floor area 78 sq.m) with the 8th floor, two bedroom, duplex penthouse apartment, No.32 (floor area 305 sq.m) via the 7th floor by a new single door in the party wall between the two apartments on the 7th floor. No.31 is to be refitted as a study/home office, home gym and a storage area, with the removal of a kitchen and bathroom, and addition of new partitions. On the 8th floor in No.32 a retrofit will include the rearrangement/re-position of the kitchen and bathroom, and the provision of a canopy, open on 3 sides and closed on the west side over the 8th floor set back terrace as well as a replacement of the windows and fenestration to the north and west elevations at this level. In particular the replacement of a window and single door with a full sliding door on the west side of the apartment, with the addition of a heat pump to replace a gas fired boiler in No.32. The area of the apartments when combined will total 383 sq.m (net) in an 8 storey over basement mixed residential and commercial building at Butlers Court, 77 Sir John Rogersons Quay (corner of Benson St and Sir John Rogersons Quay) Dublin 2.</p> <p>The application relates to land within the North Lotts and Grand Canal Dock Strategic Development Zone.</p>	19/08/2022	13/10/2022	N/A	Granted
DSDZ5107/22	<p>Planning permission for development at this site (0.1244 ha) Building R, Spencer Dock, Mayor Street Upper, Dublin 1. The development will consist of the change of use of part of the building from office use to education use (GFA: 7,446sq.m) described on a level by level basis as follows: Ground Floor: Reception and associated facilities including toilets, welfare room, first aid room, showers / lockers, First Floor: 2no. classrooms, breakout space, ancillary offices, interview rooms, meeting room, training room, print area, tea station and ancillary accommodation, Second Floor: 2no. classrooms, breakout space, ancillary offices, meeting rooms, print area, tea station and ancillary accommodation, Third Floor: 2no. classrooms, breakout space, ancillary offices, meeting rooms, print area, tea station, and ancillary accommodation, Fourth Floor: Library, ancillary offices, meeting rooms and study spaces, Fifth Floor: Library, ancillary offices, study spaces, tea station, print room and ancillary accommodation, Sixth Floor: Canteen with associated kitchen area, and meeting rooms. The building will be served by existing access, stair and lift cores and circulation space. The ground floor retail unit occupied by Tesco will remain</p>	24/10/2022	13/12/2022	N/A	Granted

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	unchanged by this permission. Car parking (18no. spaces) and cycle parking (188no. spaces) to serve the development are located within the existing basement car park. No external alterations to the building are proposed under this planning application. Planning permission is also sought for all ancillary site services and site development works. The application relates to a proposed development within the North Lotts and Grand Canal Dock SDZ Planning Scheme Area.				
5282/22	The development will consist of the demolition of the 3 existing vacant shed units and the construction of 3 two-storey, two-bedroom plus study mews Houses with existing access from Saint Brendan's Cottages including 3 off street carparking spaces.	24/11/2022	26/01/2023	Yes	Pending
DSDZ5296/22	Permission for development on a site of 0.999ha to amend a previously permitted scheme (Reg. Reg. DSDZ2103/21-the "Parent Permission" (on a smaller site of 0.921ha, the difference in site area of 0.078 ha accounting for the new spur to facilitate the ramp from North Wall Avenue) totaling 66,718 sum (comprising 43,767 sum above ground and 22,951 sq m below ground)- to now provide in this "Amendment Scheme" 67,364 sq m (comprising of 49,364 sq m above ground and 18,000 sq m below ground), at City Block 9, North Wall Quay and Mayor Street Upper, Dublin 1, bounded by the residual City Block 9 lands of 0.9917ha and North Wall Avenue to the east. (The development site of 0.999ha includes 0.071ha of lands to facilitate the temporary provision of a pocket park at ground level pending redevelopment of the residual City Block 9 lands.) The overall gross commercial area increases by 646 sq m from that granted by the Parent Permission: an increase of 5,597 sq m at ground and above; and a decrease of 4,951 sq m at basement levels. This application relates to a proposed development within a Strategic Development Zone Planning Scheme area, located within City Block 9 as identified in the North Lotts & Grand Canal Dock Planning Scheme, 2014. The Parent Permission permits the construction of 3 No. commercial office buildings (including retail (278 sq m (accounting for a reduction of 90 sq m by Condition No. 31 of the Parent Permission)) and exhibition/gallery 188 sq m), identified as four blocks (Blocks 1-4) ranging in height from 5-storeys to 9-storeys. The Parent Permission is valid until 2 October 2026. The Amendment Scheme will consist of the construction of 3 No. commercial office buildings (including retail (138 sq m), retail services (145 sq m) and gallery / exhibition space (186 sq m)), identified as three blocks (Blocks 1, 2 and 3) ranging in height from 5-storeys to 9-storeys. The development the subject of this Amendment Scheme will consist of the following: 1. Amendment of Permission Reg. Ref. DSDZ2103/21 to decouple/segregate the permitted scheme into three constituent parts: (a) Block 1, now with two levels of reconfigured basement (including lower ground floor). (b) Block 2 (formerly identified as Blocks 2/3) over three levels of reconfigured basement (including lower ground floor), with access from the permitted vehicular access provided by ramp from Castleforbes Road. (c) Block 3 (formerly Block 4) over two levels of basement (including lower ground floor) to be accessed from a new vehicular access ramp off North Wall Avenue. The decoupling is designed to facilitate the independent development of Block 2 at all levels from basement upwards, independent of the residual Blocks 1 and 3, respectively. 2. Amendment of the permitted Block 1 (9,409 sq m from ground level upwards) over a two-level reconfigured basement	25/11/2022		N/A	Pending

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>(with no external vehicular ramp) (one basement level omitted) and with additional roof level plant (to replace that displaced from basement level). 3. Amendment of the permitted Block 2/3 (now identified as Block 2) (30,350 sq m from ground level upwards) over the permitted, but reconfigured, three-level basement accessed off the permitted access ramp on Castleforbes Road, including amendments to the cores and advised external architectural expression design. 4. Amendment of the permitted Block 4 (now identified as Block 3) (9,605 sq m from ground level upwards) over a two-level reconfigured basement of 3,931 sq.m accessed from a new access point to North Wall Avenue, and an increase in floorspace from 10,670 sq m permitted to 11,149 sq m/ an increase in floorspace from 8,718 sq m permitted to 9,605 sq m above ground. 5. An increase in the provision of car parking spaces from 107 No. to 109 No. (the additional 2 No. increasing the EV car parking spaces from 10 No. to 12 No.) 6. An increase in the provision of bicycle parking from 570 No. to 696 No. (the number of permitted motorbike parking spaces remains constant at 14 No.) 7. Amendment of the permitted pedestrian lanes and associated public realm improvements to include the provision of a sculptural feature to the corner of North Wall Quay and Castleforbes Road. (As in the Parent Permission public realm works inclusive of parking and loading bays external to the planning application site boundary will be subject to agreement with Dublin City Council.) 8. Associated amendment of all enabling and site development works, landscaping, lighting services and connections, waste management, interim site hoarding, and all other ancillary works above and below the ground including the use of secant piling permitted under Reg. Ref. DSDZ3779/17 and DSDZ3780/17 (as amended by DSDZ3042/19 and DSDZ2103/21). The breakdown of accommodation is as follows: 1. Block 1 is 7 storeys in height with a Gross Internal Area (GIA) of 9,409 sq m (excluding 1,302 sq m at lower ground floor level), with: external accessible terraces and with roof-level terrace and extended access core, over two levels of basement accommodation, comprising: lower ground floor level (1,302 sq m), of office and ancillary accommodation; plant rooms (514 sq m); waste storage facilities (100 sq m); employee changing / drying/ locker facilities (164 sq m); a store area (21 sq m); and 156 No. bicycle parking spaces, with vehicular access provided by two bike lifts. 2. Block 2 is 5-9 storeys in height with a combined GIA of 30,350 sq m (3,110 sq m at lower ground floor level) (including a retail services' unit of 145 sq m and a gallery/ exhibition space of 186 sq m, both located at ground floor) (and associated signage), with external accessible terraces and with roof-level terrace and extended access core; over three levels of basement accommodation comprising: lower ground floor level (3,110 sq m) of office and ancillary accommodation; plant/store rooms (1,916 sq m); waste storage facilities (193 sq m); employee changing / drying / locker facilities (328 sq m); a cycle repair area (11 sq m); a goods' storage area (118 sq m); double loading bay; 75 No. car parking spaces; 12 No. motorcycle parking spaces; and 372 No. bicycle parking spaces, with vehicular access provided by ramp from Castleforbes Road. 3. Block 3 is 5-8 storeys in height with a GIA of 9,605 sq m (excluding 1,544 sq m at lower ground floor level) (including retail unit of 138 sq m located at ground floor), with external accessible terraces with roof-level terrace and extended access core over two levels of basement accommodation comprising: lower ground floor level (1,544 sq m) of</p>				

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	office and ancillary accommodation; plant rooms (219 sq m); waste storage facilities (63 sq m); employee changing / drying / locker facilities (144 sq m); single loading bay; 34 No. car parking spaces; 2 No. motorcycle parking spaces; and 168 No. bicycle parking spaces, with vehicular access provided by ramp from North Wall Avenue.				
DSDZ5296/22	<p>Permission for development on a site of 0.999ha to amend a previously permitted scheme (Reg. Reg. DSDZ2103/21-the 'Parent Permission' (on a smaller site of 0.921ha, the difference in site area of 0.078 ha accounting for the new spur to facilitate the ramp from North Wall Avenue) totalling 66,718 sum (comprising 43,767 sum above ground and 22,951 sq m below ground)- to now provide in this 'Amendment Scheme' 67,364 sq m (comprising of 49,364 sq m above ground and 18,000 sq m below ground), at City Block 9, North Wall Quay and Mayor Street Upper, Dublin 1, bounded by the residual City Block 9 lands of 0.9917ha and North Wall Avenue to the east. (The development site of 0.999ha includes 0.071ha of lands to facilitate the temporary provision of a pocket park at ground level pending redevelopment of the residual City Block 9 lands.) The overall gross commercial area increases by 646 sq m from that granted by the Parent Permission: an increase of 5,597 sq m at ground and above; and a decrease of 4,951 sq m at basement levels. This application relates to a proposed development within a Strategic Development Zone Planning Scheme area, located within City Block 9 as identified in the North Lotts & Grand Canal Dock Planning Scheme, 2014. The Parent Permission permits the construction of 3 No. commercial office buildings (including retail (278 sq m (accounting for a reduction of 90 sq m by Condition No. 31 of the Parent Permission)) and exhibition/gallery 188 sq m), identified as four blocks (Blocks 1-4) ranging in height from 5-storeys to 9-storeys. The Parent Permission is valid until 2 October 2026. The Amendment Scheme will consist of the construction of 3 No. commercial office buildings (including retail (138 sq m), retail services (145 sq m) and gallery / exhibition space (186 sq m)), identified as three blocks (Blocks 1, 2 and 3) ranging in height from 5-storeys to 9-storeys. The development the subject of this Amendment Scheme will consist of the following: 1. Amendment of Permission Reg. Ref. DSDZ2103/21 to decouple/segregate the permitted scheme into three constituent parts: (a) Block 1, now with two levels of reconfigured basement (including lower ground floor). (b) Block 2 (formerly identified as Blocks 2/3) over three levels of reconfigured basement (including lower ground floor), with access from the permitted vehicular access provided by ramp from Castleforbes Road. (c) Block 3 (formerly Block 4) over two levels of basement (including lower ground floor) to be accessed from a new vehicular access ramp off North Wall Avenue. The decoupling is designed to facilitate the independent development of Block 2 at all levels from basement upwards, independent of the residual Blocks 1 and 3, respectively. 2. Amendment of the permitted Block 1 (9,409 sq m from ground level upwards) over a two-level reconfigured basement (with no external vehicular ramp) (one basement level omitted) and with additional roof level plant (to replace that displaced from basement level). 3. Amendment of the permitted Block 2/3 (now identified as Block 2) (30,350 sq m from ground level upwards) over the permitted, but reconfigured, three-level basement accessed off the permitted access ramp on Castleforbes Road, including amendments to the</p>	11/04/2023			Pending

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
	<p>cores and advised external architectural expression design. 4. Amendment of the permitted Block 4 (now identified as Block 3) (9,605 sq m from ground level upwards) over a two-level reconfigured basement of 3,931 sq.m accessed from a new access point to North Wall Avenue, and an increase in floorspace from 10,670 sq m permitted to 11,149 sq m/ an increase in floorspace from 8,718 sq m permitted to 9,605 sq m above ground. 5. An increase in the provision of car parking spaces from 107 No. to 109 No. (the additional 2 No. increasing the EV car parking spaces from 10 No. to 12 No.) 6. An increase in the provision of bicycle parking from 570 No. to 696 No. (the number of permitted motorbike parking spaces remains constant at 14 No.) 7. Amendment of the permitted pedestrian lanes and associated public realm improvements to include the provision of a sculptural feature to the corner of North Wall Quay and Castleforbes Road. (As in the Parent Permission public realm works inclusive of parking and loading bays external to the planning application site boundary will be subject to agreement with Dublin City Council.) 8. Associated amendment of all enabling and site development works, landscaping, lighting services and connections, waste management, interim site hoarding, and all other ancillary works above and below the ground including the use of secant piling permitted under Reg. Ref. DSDZ3779/17 and DSDZ3780/17 (as amended by DSDZ3042/19 and DSDZ2103/21). The breakdown of accommodation is as follows: 1. Block 1 is 7 storeys in height with a Gross Internal Area (GIA) of 9,409 sq m (excluding 1,302 sq m at lower ground floor level), with: external accessible terraces and with roof-level terrace and extended access core, over two levels of basement accommodation, comprising: lower ground floor level (1,302 sq m), of office and ancillary accommodation; plant rooms (514 sq m); waste storage facilities (100 sq m); employee changing / drying/ locker facilities (164 sq m); a store area (21 sq m); and 156 No. bicycle parking spaces, with vehicular access provided by two bike lifts. 2. Block 2 is 5-9 storeys in height with a combined GIA of 30,350 sq m (3,110 sq m at lower ground floor level) (including a retail services' unit of 145 sq m and a gallery/ exhibition space of 186 sq m, both located at ground floor) (and associated signage), with external accessible terraces and with roof-level terrace and extended access core; over three levels of basement accommodation comprising: lower ground floor level (3,110 sq m) of office and ancillary accommodation; plant/store rooms (1,916 sq m); waste storage facilities (193 sq m); employee changing / drying / locker facilities (328 sq m); a cycle repair area (11 sq m); a goods' storage area (118 sq m); double loading bay; 75 No. car parking spaces; 12 No. motorcycle parking spaces; and 372 No. bicycle parking spaces, with vehicular access provided by ramp from Castleforbes Road. 3. Block 3 is 5-8 storeys in height with a GIA of 9,605 sq m (excluding 1,544 sq m at lower ground floor level) (including retail unit of 138 sq m located at ground floor), with external accessible terraces with roof-level terrace and extended access core over two levels of basement accommodation comprising: lower ground floor level (1,544 sq m) of office and ancillary accommodation; plant rooms (219 sq m); waste storage facilities (63 sq m); employee changing / drying / locker facilities (144 sq m); single loading bay; 34 No. car parking spaces; 2 No. motorcycle parking spaces; and 168 No. bicycle parking spaces, with vehicular access provided by ramp from North Wall Avenue.</p>				

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
3101/23	<p>Development at this circa 0.074 hectare site. The proposed development comprises amendments to permitted 7-storey, 26 no. unit residential development under Dublin City Council Reg.Ref. 2043/20 (ABP Ref.: 306887-20).</p> <p>The development will consist of:</p> <ol style="list-style-type: none"> 1. Increase in total building parapet height (c. 0.8 m from 21.911 m above ground level to 22.684 m above ground level), minor amendment (increase) to building footprint and associated siting, as well as associated amendments to lift overrun and smoke vent (to 24.340 m above ground level) at roof level. 2. Amendments to elevational materials, door / window extents and fenestration including replacement of 'hit & miss' brickwork with metal slatted screens at selected locations on elevations and projecting brick pattern on east and west elevations. 3. Minor alternations to internal layout and entrance at ground floor level resulting in a c. 70 sq.m increase in gross floor area. 4. Amendments to height, finishes and layout of rear single storey ancillary building (c. 100 sq.m). 5. All associated site works. <p>There are no changes to the total units permitted (26 no.).</p>	26/01/2023	22/03/2023	N/A	Granted
DSDZ3170/23	<p>PERMISSION: The development will consist of the following: i) permission for the replacement and relocation of 2 no. existing signs on the southern and western elevations, from internal (behind glazing) signage to externally fixed signs on the existing fascia comprising of illuminated individual letters (1.59sq.m each); ii) permission for 1 no. new external sign on the southern elevation comprising of illuminated individual letters (1.59sq.m); iii) permission for a projection sign on the southern elevation (0.52sq.m); iv) permission for the relocation of the existing information sign on the southern elevation from internal face of glazing to external face of glazing (1.13sq.m)</p> <p>and; v) all ancillary site services and site development works. The application relates to a proposed development within a SDZ Planning Scheme Area.</p>	03/02/2023	30/03/2023	N/A	Granted

3. References

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