

The background is a vibrant yellow. It is decorated with several abstract shapes in shades of blue and teal. These include circles, teardrop shapes, and elongated rounded rectangles, some of which contain white circles. The shapes are scattered across the page, creating a modern, geometric aesthetic.

Planning Report Appendix 1

Local Policy

Contents

Appendix 1: Local Policy	1
1. Dublin City Council	2
1.1 Dublin City Council Development Plan Policies and Objectives	2
1.2 Zoning Objectives	14
2. References	17

Appendix 1: Local Policy

1. Dublin City Council

1.1 Dublin City Council Development Plan Policies and Objectives

Table 1.1: DCC Development Plan 2016-2022 Policies and Objectives (DCC 2016)

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
3.4	Addressing Climate Change Strategy	CC1	<i>'To prioritise measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice.'</i>	<p>The Proposed Scheme aligns with the objective as it makes public transport and active travel a key component to the solution as well as exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials, where possible.</p> <p>Refer to Chapter 08 (Climate) and Chapter 04 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3	Addressing Climate Change Strategy	CCO4	<i>'To support the implementation of the 'Dublin City Sustainable Energy Action Plan 2010–2020' and any replacement plan made during the term of this development plan.'</i>	<p>The Proposed Scheme aligns with the objective as it has considered the Dublin City Council Climate Change Action Plan 2019, the Proposed Scheme will promote modal shift from private car to a more sustainable forms of transport and increased bus priority which are key actions in the plan.</p> <p>Refer to Chapter 08 (Climate) and Chapter 04 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
3	Addressing Climate Change – Dublin City Spatial Energy Demand Analysis (SEDA)	CCO5	<i>'To support and collaborate on initiatives aimed at achieving more sustainable energy use, particularly in relation to the residential, commercial and transport sectors.'</i>	<p>The Proposed Scheme aligns with the objective as it is providing the infrastructure necessary to facilitate sustainable transport.</p> <p>Refer to Chapter 08 (Climate) and Chapter 04 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.1.1	Approach to the Inner City	SC3	<i>'To develop a sustainable network of safe, clean, attractive pedestrian routes, lanes and cycleways in order to make the city more coherent and navigable.'</i>	<p>The Proposed Scheme aligns with the policy objective as it provides the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle</p>

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				<p>tracks will generally be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
4.5.3.1	Shape and Structure of the City – Urban Density	SC13	<p><i>'To promote sustainable densities, particularly in public transport corridors, which will enhance the urban form and spatial structure of the city, which are appropriate to their context, and which are supported by a full range of community infrastructure such as schools, shops and recreational areas, having regard to the safeguarding criteria set out in Chapter 16 (development standards), including the criteria and standards for good neighbourhoods, quality urban design and excellence in architecture. These sustainable densities will include due consideration for the protection of surrounding residents, households and communities.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City leading to a more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities, and services.</p> <p>Refer to Chapter 6 (Traffic & Transport and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
6.5.1	City Economy and Enterprise - General	CEE4	<p><i>'It is the policy of Dublin City Council: To promote and facilitate Dublin as a creative and innovative city that is globally competitive, internationally linked, attractive and open.</i></p> <p><i>To promote an internationalisation strategy building mutually-beneficial economic and other links with key cities globally to encourage investment and tourism etc. in Dublin.</i></p> <p><i>To promote jobs which provide quality of life and allow workers to play a full social and economic role in the development of the city.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will create infrastructure required for sustainable transport that will service the current and future transport needs of Dublin.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures.</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
				Refer to Chapter 10 (Population) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.1	Movement and Transport – Integrated Land-use and Transportation	MT1	<p><i>'To support the sustainability principles set out in the following documents:</i></p> <ul style="list-style-type: none"> • <i>The National Spatial Strategy / National Planning Framework;</i> • <i>The National Transport Authority's Transport Strategy for the Greater Dublin Area;</i> • <i>Smarter Travel, A Sustainable Transport Future 2009–2020;</i> • <i>Regional Planning Guidelines for the Greater Dublin Area;</i> • <i>Design Manual for Urban Roads and Streets (DMURS); and</i> • <i>National Cycling Policy Framework and National Cycle Manual.</i> <p><i>Also, to ensure that land-uses and zoning are fully integrated with the provision of a high-quality transportation network that accommodates the movement needs of Dublin city and the region.'</i></p>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic and Transport) of the Proposed Scheme has considered the sustainability principles as set out in the various policy documents. The Proposed Scheme is largely on public roads, pavement and urban realm areas which are not currently zoned. Temporary works which will take place in zoned land will not affect the long-term zoning objective of the land.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.2	Movement and Transport – Promoting Modal Change and Active Travel	MT2	<p><i>'It is the policy of Dublin City Council whilst having regard to the necessity for private car usage and the economic benefit to the city centre retail core as well as the city and national economy, to continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport, and to co-operate with the NTA, Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives. Initiatives contained in the government's 'Smarter Travel' document and in the NTA's draft transport strategy are key elements of this approach.'</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MT3	<p><i>'To support and facilitate the development of an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of</i></p>	<p>The Proposed Scheme aligns with the objective as it will enhance the interchange between the various modes of public transport operating in the city and wider</p>

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			<i>the city in association with relevant transport providers, agencies and stakeholders.'</i>	<p>metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MT4	<i>'To promote and facilitate the provision of Metro, all heavy elements of the DART Expansion Programme including DART Underground (rail interconnector), the electrification of existing lines, the expansion of Luas, and improvements to the bus network in order to achieve strategic transport objectives.'</i>	<p>The Proposed Scheme aligns with the objective as it will improve the Bus Network along the scheme and enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MT5	<i>'To work with the relevant transport providers, agencies, and stakeholders to facilitate the integration of active travel (walking, cycling etc.) with public transport, thereby making it easier for people to access and use the public transport system.'</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of. it will promote active travel through enhanced cycle and pedestrian infrastructure.</p>

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				Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.3	Movement and Transport – Public Transport	MT6	<i>‘To work with Iarnród Eireann, the NTA, Transport Infrastructure Ireland (TII) and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity.’</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of.</p> <p>It will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3.	Movement and Transport – Public Transport	MTO2	<i>‘To support the development and implementation of integrated ticketing and real time passenger information systems across the public transport network in association with relevant transport providers and agencies. Progress on the integration of Dublin shared bike scheme and Leap Card schemes will be monitored’</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of. Signage and road markings will be provided along the extents of the Proposed Scheme to clearly communicate information, regulatory and safety messages to the road user.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MTO4	<i>‘To support improvements to the city’s bus network and related services to encourage greater usage of public transport in accordance with the</i>	The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme

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			<i>objectives of the NTA's strategy and the government's 'Smarter Travel' document.'</i>	<p>to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of.</p> <p>It will support the objectives in the NTA Smarter Travel document by providing improvements to pedestrian and cycle amenities along the proposed route, whilst also providing greater reliability for road-based public transport.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.3	Movement and Transport – Public Transport	MTO5	<i>To facilitate and support measures proposed by transport agencies to enhance capacity on existing public transport lines and services, to provide/improve interchange facilities and provide new infrastructure...'</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.4	Movement and Transport – Promoting Active Travel: Cycling & Walking	MT7	<i>'To improve the city's environment for walking and cycling through the implementation of improvements to thoroughfares and junctions and also through the development of new and safe routes, including the provision of foot and cycle bridges. Routes within the network will be planned in conjunction with green infrastructure objectives and on foot of (inter alia) the NTA's Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual'</i>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the EIAR has considered the NTA Cycle Network Plan and National Cycle Manual.</p> <p>The Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle tracks help to reduce dependency on private car use for short journeys.</p> <p>The design of each junction has given priority to pedestrian, cycle, and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g., walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction.</p>

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				Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.4	Movement and Transport – Promoting Active Travel: Cycling & Walking	MT11	<i>‘To continue to promote improved permeability for both cyclists and pedestrians in existing urban areas in line with the National Transport Authority’s document ‘Permeability – a best practice guide’. Also, to carry out a permeability and accessibility study of appropriate areas in the vicinity of all Luas, rail and BRT routes and stations, in co-operation with Transport Infrastructure Ireland and the National Transport Authority.’</i>	<p>The Proposed Scheme aligns with the objective as Chapter 6 (Traffic & Transport) of the EIAR has considered the Permeability best practice guide 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>
8.5.4.1	Movement and Transport – Cycling	MTO8	<i>‘To work with, and actively promote, initiatives by relevant agencies and stakeholders such as An Taisce’s ‘Green Schools’ initiative and the NTAs Smarter Travel Unit, to promote active travel in schools and communities, recognizing the health and social benefits of walking and cycling as well as the environmental benefits.’</i>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority’s programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part of. It will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.4.1	Movement and Transport – Cycling	MTO10	<i>‘To improve existing cycleways and bicycle priority measures throughout the city, and to create guarded cycle lanes, where appropriate and feasible.’</i>	<p>The Proposed Scheme aligns with the objective as it will provide the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle tracks will generally be 2.0 m in width offering a high level of service.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.4.2	Movement and Transport – Walking	MTO18	<i>‘To develop a high-quality pedestrian environment at new public transport</i>	The Proposed Scheme aligns with the objective as along the route,

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			<i>interchanges and to consider the needs of pedestrians in the design of all infrastructure projects.'</i>	improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
8.5.7	Road and Bridge Improvements	MT20	<i>To increase capacity of public transport, cycling and walking, where required, in order to achieve sustainable transportation policy objectives. Any works undertaken will include as an objective, enhanced provision for safety, public transportation, cyclists and pedestrians, and will be subject to environmental and conservation considerations.</i>	The Proposed Scheme aligns with the objective as it will provide improved travel times combined with increased services will promote an efficient, reliable, and frequent public transport service as well as provide the advantage of segregated cycling facilities along the preferred route in both directions. Environmental and conservation considerations have been assessed as part of the EIA process of the Proposed Scheme. Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.4	Surface Water Drainage and Sustainable Urban Drainage Systems (SUDS)	SIO14	<i>'To require that any new paving of driveways or other grassed areas is carried out in a sustainable manner so that there is no increase in storm water run-off to the drainage network'</i>	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. Refer to Chapter 13 (Water) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
9.5.9	Light Pollution	SI27	<i>'To require lighting design to be appropriate to the end use in relation to residential areas, footpaths, cycle paths, urban streets, and highways, i.e. use of low-level bollard lighting along cycle paths.'</i>	The Proposed Scheme aligns with the objective as it provides lighting as appropriate to the end use. Some existing public lighting will be upgraded along the scheme.

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				Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.
10.5.3	Green Infrastructure, Open Space & Recreation – Parks and Open Spaces	GI10	<i>‘To continue to manage and protect and/or enhance public open spaces to meet the social, recreational, conservation and ecological needs of the city and to consider the development of appropriate complementary facilities which do not detract from the amenities of spaces.’</i>	<p>The Proposed Scheme aligns with the policy objective as additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
10	Green Infrastructure, Open Space & Recreation - Trees	GI30	<i>‘To encourage and promote tree planting in the planning and development of urban spaces, streets, roads and infrastructure projects.’</i>	<p>The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme.</p> <p>Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
19.5.1	Green Infrastructure	GI04	<i>‘To improve pedestrian and cycle access routes to strategic level amenities while ensuring that ecosystem functions and existing amenity uses are not compromised and existing biodiversity and heritage is protected and enhanced.’</i>	<p>The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Furthermore, the Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions.</p> <p>Refer to Chapter 6 (Traffic & Transport) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

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10.5.7	Trees	GIO25	<i>'To protect trees in accordance with existing Tree Preservation Orders (TPOs) and, subject to resources, explore the allocation of additional TPOs for important/ special trees within the city based on their contribution to amenity or the environment'</i>	<p>There are no Tree Preservation Orders or preservation objectives along the Proposed Scheme.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
10.5.7	Green Infrastructure, Open Space & Recreation – Trees	GIO28	<i>'To identify opportunities for new tree planting to ensure continued regeneration of tree cover across the city, taking account of the context within which, a tree is to be planted and planting appropriate tree species for the location.'</i>	<p>The Proposed Scheme aligns with the objective as the landscaping design has included proposed trees, hedgerows, native planting, ornamental planting, amenity grass areas and species rich grasslands, to enhance ecological value along the route. In general, new plant species will match that of those removed. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location. This measure is applied along the full length of the Proposed Scheme.</p> <p>Refer to Chapter 17 (Landscape (Townscape) & Visual) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.1.5	Built Heritage and Culture – Built Heritage	CHC1	<i>'To seek the preservation of the built heritage of the city that makes a positive contribution to the character, appearance and quality of local streetscapes and the sustainable development of the city.'</i>	<p>The Proposed Scheme aligns with the objective as it was designed and mitigated to reflect the local character and context in order to make them seamless interventions in local settings. Mitigation and monitoring measures will include the reinstatement of boundary treatments and street furniture where they are to be retained in situ, removed, or set back. Where possible they will be retained in situ. Proposed or reinstated boundary treatments are to be agreed with their respective owners to remedy or offset potential negative impacts on the character of the structures or streetscapes concerned.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed</p>

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
				Scheme Description) in Volume 2 of the EIAR for further details.
11.1.5.14	Built Heritage and Culture – Monument Protection	CHC9	<p><i>'To protect and preserve National Monuments. '</i></p> <p><i>'1. To protect archaeological material in situ by ensuring that only minimal impact on archaeological layers is allowed, by way of the re-use of buildings, light buildings, foundation design or the omission of basements in the Zones of Archaeological Interest.</i></p> <p><i>2. That where preservation in situ is not feasible, sites of archaeological interest shall be subject to 'preservation by record' according to best practice in advance of re-development.</i></p> <p><i>3. That sites within Zones of Archaeological Interest will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged.</i></p> <p><i>4. That the National Monuments Service will be consulted in assessing proposals for development which relate to Monuments and Zones of Archaeological Interest.</i></p> <p><i>5. To preserve known burial grounds and disused historic graveyards, where appropriate, to ensure that human remain are re-interred, except where otherwise agreed with the National Museum of Ireland.</i></p> <p><i>6. That in evaluating proposals for development in the vicinity of the surviving sections of the city wall that due recognition be given to their national significance and their special character.</i></p> <p><i>7. To have regard to the Shipwreck inventory maintained by the DAHG. Proposed developments that may have potential to impact on riverine, inter-tidal and sub-tidal environments shall be subject to an underwater archaeological assessment in advance of works.</i></p> <p><i>8. To have regard to DAHG policy documents and guidelines relating to archaeology.'</i></p>	<p>The Proposed Scheme aligns with the objective as all archaeological and cultural heritage issues will be resolved by mitigation during the pre-construction phase or construction phase, in advance of the operational phase, through one or more of the following:</p> <ul style="list-style-type: none"> • Preservation by record (archaeological excavation); • Preservation in situ; • Preservation by design; and • Archaeological monitoring. <p>The Proposed Scheme was informed by relevant legislation, guidelines, policy, and advice notes, Relevant extracts from the City and County Development Plans are contained in Appendix A15.3 in Volume 4 of the EIAR.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
11.1.5.14	Built Heritage and Culture – Monument Protection	CHCO10	<i>'It is the objective of Dublin City Council to</i>	The Proposed Scheme aligns with the objective as it has considered the Dublin City Industrial Heritage Record as part of the EIA

Section	Chapter Title / Sub-Heading	Bullet Point No. / Objective No.	Paragraph / Policy / Objective	Project Response
			<p>1. To implement the archaeological actions of the Dublin City Heritage Plan 2002–2006 in light of the Dublin City Heritage Plan Review 2012.</p> <p>6. To have regard to the city's industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans (LAPs) and the assessment of planning applications and to publish the DCIHR online. To review the DCIHR in accordance with Ministerial recommendations arising from the national Inventory of Architectural Heritage (NIAH) survey of Dublin City and in accordance with the Strategic Approach set out in Section 11.1.4 of this chapter.</p> <p>8. To promote archaeological best practice in Dublin city.'</p>	<p>assessments. The assessment has been carried out according to best practice and guidelines relating to archaeological and architectural heritage assessment, and in the context of similar large-scale infrastructural projects.</p> <p>Refer to Chapter 16 (Architectural Heritage) and Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
12.5.1	A Good Urban Neighbourhood	SN1	<p>'To promote good urban neighbourhoods throughout the city which are well designed, safe and suitable for a variety of age groups and tenures, which are robust, adaptable, well served by local facilities and public transport, and which contribute to the structure and identity of the city, consistent with standards set out in this plan.'</p>	<p>The Proposed Scheme aligns with the objective as one of the primary objectives of the Proposed Scheme is the provision of necessary bus, cycle, and walking infrastructure enhancements which will link communities along the scheme.</p> <p>Refer to Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>
8.5.9	Movement and Transport	MTO45	<p>'To implement best practice in road design as contained in statutory guidance and in the DMURS (the use of which is mandatory) with a focus on place-making and permeability (for example, by avoiding long walls alongside roads) in order to create street layouts that are suited to all users, including pedestrians and cyclists.'</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 accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are

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				<p>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>
9.5.8	Sustainable Environmental Infrastructure	SIO29:	<i>'To take cognisance of the Dublin Agglomeration Environmental Noise Action Plan 2013–2018 during the development and implementation of any policies for the city and before any major planning developments commence within Dublin.'</i>	<p>The Proposed Scheme aligns with the objective as the Dublin Agglomeration Environmental Noise Action Plan has been considered.</p> <p>Refer to Chapter 09 (Noise and Vibration) and Chapter 04 (Proposed Scheme Description) in Volume 2 of the EIAR for further details.</p>

1.2 Zoning Objectives

Table 1.2: DCC Zoning Objectives (DCC 2016)

Zoning Objective	Objective	Summary Descriptive Text
Z1 – Sustainable Residential Neighbourhoods	<i>'To protect, provide and improve residential amenities.'</i>	<i>'The vision for residential development in the city is one where a wide range of accommodation is available within sustainable communities where residents are within easy reach of services, open space and facilities such as shops, education, leisure, community facilities and amenities, on foot and by public transport and where adequate public transport provides good access to employment, the city centre and the key district centres.'</i>
Z2 – Residential Neighbourhoods (Conservation Areas)	<i>'To protect and/or improve the amenities of residential conservation areas.'</i>	<i>'The general objective for such areas is to protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area'</i>
Z3 – Neighbourhood Centres	<i>'To provide for and improve neighbourhood facilities.'</i>	<i>'Neighbourhood centres provide an essential and sustainable amenity for residential areas and it is important that they should be maintained and strengthened, where necessary. These are areas that provide local facilities such as small convenience shops, hairdressers, hardware etc. within a residential neighbourhood.'</i>

Zoning Objective	Objective	Summary Descriptive Text
Z4 – District Centres (incorporating Key District Centres)	<i>'To provide for and improve mixed-services facilities.'</i>	<i>'Residential conservation areas have extensive groupings of buildings and associated open spaces with an attractive quality of architectural design and scale. The overall quality of the area in design and layout terms is such that it requires special care in dealing with development proposals which affect structures in such areas, both protected and non-protected. The general objective for such areas is to protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area.'</i>
Z6 – Employment / Enterprise	<i>'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.'</i>	<i>'It is considered that Z6 lands constitute an important land bank for employment use in the city, which is strategically important to protect. The primary objective is to facilitate long-term economic development in the city region. The uses in this zone are likely to generate a considerable amount of traffic by both employees and service traffic. Sites should, therefore, have good vehicular and public transport access.'</i>
Z8 – Georgian Conservation Areas	<i>'To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective.'</i>	<i>'The aim is to protect the architectural character/design and overall setting of such areas. A range of uses is permitted in such zones, as the aim is to maintain and enhance these areas as active residential streets and squares during the day and at night-time.'</i>
Z9 – Amenity / Open Space Lands / Green Network	<i>'To preserve, provide and improve recreational amenity and open space and green networks.'</i>	<i>'Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use. In certain specific circumstances some limited degree of (residential/retail) development may be permitted on a once-off basis and subject to the primary use of the site being retained for sporting or amenity uses.'</i>
Z12 – Institutional Land (Future Development Potential)	<i>'To ensure existing environmental amenities are protected in the predominantly residential future use of these lands.'</i>	<i>'These are lands the majority of which are in institutional use, which could possibly be developed for other uses'</i>
Z14 – Strategic Development and Regeneration Areas (SDRAs)	<i>'To seek the social, economic and physical development and/or rejuvenation of an area with mixed use, of which residential and 'Z6' would be the predominant use.'</i>	<i>'These areas, including large-scale public housing areas, where proposals for comprehensive development or redevelopment have been, or are in the process of being prepared. These areas also have the capacity for a substantial amount of development in developing areas in the inner and outer city. A number of the Z14 areas relate to important public housing regeneration areas and in the case of each, a number of development principles to guide the development of each area have been identified and set out in the guiding principles for strategic development (Chapter 15).'</i>
Z15 – Institutional and Community	<i>'To protect and provide for institutional and community uses.'</i>	<i>'The present uses on the lands generally include community related development including schools, colleges, residential institutions and healthcare institutions, such as hospitals. Institutional and community lands display a variety of characteristics ranging from institutions in open grounds to long established complexes of buildings. They often provide ancillary and incidental</i>

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

2. References

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