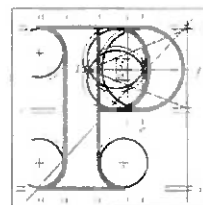


Our Case Number: ABP-317679-23



**An
Bord
Pleanála**

Dublin City Council North
Planning & Development
Civic Offices
Block 4, Floor 3
Wood Quay
Dublin 8

Date: 11 April 2024

Re: Ringsend to City Centre Core Bus Corridor Scheme.
Ringsend to City Centre, Co. Dublin.

Dear Sir / Madam,

An Bord Pleanála has received your recent letter in relation to the above mentioned proposed road development. The contents of your letter have been noted.

If you have any queries in relation to this matter please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Lauren Griffin
Executive Officer
Direct Line: 01-8737244

HA06

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Riomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Lauren Griffin

From: Lauren Griffin
Sent: Wednesday 10 April 2024 14:50
To: Fiona Brady
Subject: RE: BusConnects Dublin – Ringsend to City Centre Core Bus Corridor Scheme An Bord Pleanála Ref. ABP-317679-23

A Chara,

The Board acknowledges receipt of this email, official acknowledgment will issue in due course.

Kind regards,

Lauren

From: Fiona Brady <fiona.brady@dublincity.ie>
Sent: Wednesday, April 10, 2024 2:20 PM
To: LAPS <laps@pleanala.ie>
Cc: Emer Uí Fhátharta <emer.uifhatharta@dublincity.ie>; Deirdre Scully <deirdre.scully@dublincity.ie>
Subject: BusConnects Dublin – Ringsend to City Centre Core Bus Corridor Scheme An Bord Pleanála Ref. ABP-317679-23

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

To whom it may concern,

Please see attached a written response from Dublin City Council Chief Executive to An Bord Pleanála in relation to comments on submission by the National Transport Authority's BusConnects Dublin – Ringsend to City Centre Core Bus Corridor Scheme An Bord Pleanála Ref. ABP-317679-23.

Please acknowledge receipt of this correspondence at your earliest convenience.

Regards
Fiona Brady
On behalf of Emer Uí Fhatharta

Fiona Brady
Staff Officer
An Roinn Pleanála & Forbairt Maoine
Comhairle Cathrach Bhaile Átha Cliath, Bloc 4, Urlár 3, Oifigí na Cathrach, An Ché Adhmaid, Baile Átha Cliath 8, Éire
T 00 353 (0) 1 222 2009 Fax: 012222271, email: fiona.brady@dublincity.ie

Planning & Property Development Department
Block 4, Floor 3, Civic Offices, Wood Quay, Dublin 8
Tel: 00 353 (0) 1 222 2009 Fax: 012222271, email: fiona.brady@dublincity.ie

Smaoinigh ar an timpeallacht sula ndéanann tú an ríomhphost seo a phriontáil. Please consider the Environment before printing this mail.

**Written response from Dublin City
Council Chief Executive
to An Bord Pleanála
in relation to
comments on submission by the National Transport Authority's
BusConnects Dublin – Ringsend to City Centre Core Bus Corridor Scheme
An Bord Pleanála Ref. ABP-317679-23**

Following on from An Bord Pleanála's letter of 7th March 2024, with the invitation to make a submission in accordance with section 217B of the Planning and Development Act 2000, as amended, please find below a response to the submission dated 29th November 2023 received from the National Transport Authority in respect of the Ringsend to city Centre Core Bus Corridor Scheme, ABP-317679-23.

Introduction

The National Transport Authority has applied under Section 51 (2) of the Roads Act 1993 (as amended) to An Bord Pleanála for approval in relation to a proposed road development consisting of the Ringsend to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works for the purpose of facilitating public transport.

The purpose of Dublin City Council's original submission was to review the proposed bus corridor application produced on behalf of the NTA in relation to the scheme and to provide an evaluation of the impacts along the route within the context of Dublin City Development Plan 2022- 2028 polices.

It should be noted that while the Planning Authority were supportive of the scheme in principle there were a number of areas within the Proposed Scheme which, in the opinion of the Planning Authority, required greater detail and in some instances reconsideration in particular the proposed alterations to the Scherzer Bridges and impacts of the Proposed Scheme on other protected elements such as the quay walls. The submission, with input from the Forward Planning Section, Environment and Transportation Department, Environmental Protection Division, Archaeology Section, Conservation Section, City Architects Division and City Parks, Biodiversity the Conservation Section, concluded with a series of conservation-specific recommendations to mitigate the significant negative impacts of the proposed scheme. The concerns raised within this submission are still relevant. The conditions or recommendations attached to DCC's original submission are included below in Appendix 1.

The NTA responded to all submissions made to ABP in response to this application dated 29th November 2023. The following report provides further comment to some of the responses made by the NTA.

Conservation Division:

The Conservation Section's original comments set out a number of key impacts of the scheme, the most serious of which was the proposal to separate and relocate two pairs of Scherzer bridges along Custom House Quay. The report concluded with a series of conservation-specific recommendations to mitigate the significant negative impacts of the proposed scheme on the architectural heritage. Those conservation conditions are reiterated below.

1. Initial comment submitted (Scherzer Bridge's)

It should be noted that concerns regarding the Scherzer Bridges relocation etc. was raised by Conservation, Archaeology and the City Architect's Division. The DCC submission discusses the potential impacts for the Scherzer Bridges at length and provides extensive information about the historical context and setting of the two pairs of lifting bridges. The need for relocation of these bridges and the impact assessment are queried. The NTA notes the recommendation by the Archaeology Section to "update the EIAR to contain revised proposals for the Scherzer Bridges and fully evaluate options for retention in situ."

Response from NTA

(Page 82 of the NTA response) Options for the Scherzer Bridges were considered and determined as outlined in the Preferred Route Option Report, which is synopsised in EIAR Volume 2, Chapter 3 Consideration of Reasonable Alternatives.

The Need to Relocate the Scherzer Bridges

The NTA recognises the two pairs of Scherzer Bridges as distinctive historical landmarks in the Dublin Docklands that symbolise the heritage of the former port activities in this part of Dublin. In this regard careful consideration was given to the challenges to achieve the Proposed Scheme objectives set out in EIAR Volume 2, Chapter 1 Introduction, Sections 1.2, while respecting these heritage features, in particular 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 movement over general traffic movements, to enhance the potential for cycling, and to ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible. In EIAR Volume 2, Chapter 3 Consideration of Reasonable Alternatives, Sections 3.4.1.1.1 and 3.4.1.1.2, there is a description of the challenges for bus priority at these locations, and a summary of the numerous alternatives that were considered. This subject is covered in greater detail in the Supplementary Information Preferred Route Option Report Section 6.1.2.

There is a strategic need to improve bus priority along the north quays which is one of the main arteries linking the city centre to Dublin Port, the ferry terminals and Dublin Airport via the M50 Tunnel. This is one of the busiest bus routes in the city as it carries both city bus services and coaches towards the Airport and the northern part of the country. Many Bus Éireann services from Busáras, the Swords Express, Airlink, Aircoach, numerous national coach services to the northeast and northwest regions, and other coaches from the south of the country that terminate at Dublin Airport, all use the north quays route. In addition there is a large volume of taxi traffic on the route. All of these public transport services currently suffer significant delay on this route, mainly caused by the narrowing of the road to a single traffic lane through each of the two Scherzer Bridge pinch-points. The retention of the Scherzer Bridges in their current positions would represent an untenable constraint on the delivery of the Schemes Objectives as set out Chapter 2 Need for the Scheme for improved public transport journey time and reliability through continuous bus lane priority. In this instance the adjoining traffic lane is too busy and the proximity to major junctions are such that signal-controlled bus lane priority is not a viable alternative option. The Scherzer Bridges have to be repositioned to achieve the necessary bus lane priority on this major route.

Ongoing deterioration of the historic Scherzer Bridges requires restoration works to ensure their longterm survival. These preservation works cannot be undertaken on site, and especially not while the bridges carry heavy volumes of traffic for which they were never intended. The bridges need to be carefully disassembled and removed to a workshop where they can be restored part by part under suitable sheltered conditions and then reassembled. The Proposed Scheme should therefore be seen to provide a valuable opportunity to safeguard these important heritage features for posterity. In this regard the Proposed Scheme will enable the Protected Structure status to be actively addressed, which could not otherwise happen. If these bridges were to remain in their current locations it would not be possible to properly preserve them. Neither would it be practicable to remove them for preservation and then to reinstate them in their current locations, as this would involve much longer disruption to all modes of transport along this major route, with no improvement for the long term operation of the core bus corridor.

In the Proposed Scheme there will be a balance between the needs to preserve and protect the industrial heritage of the past port activities in the Dublin Docklands, while making suitable provision for the ongoing growth and redevelopment of this core part of the city centre area. As is demonstrated by the photographs in the DCC submission, the context around these bridges has changed dramatically, and there now are generous public realm areas where the structures can be made accessible for the general public to inspect and admire in a way that is not currently possible under the stresses of their current locations. In many ways the Proposed Scheme proposals are similar to the way that Dublin Port has erected an old crane from the same period as a prominent monument in the plaza area around the port company headquarters in front of the junction of East Wall Road and Sherriff Street Upper. This new and highly visible landmark celebrates the history of Dublin Port, and it would be complemented by similar landmarks with the restored Scherzer Bridges occupying prominent positions in the public realm areas at George's Dock plaza beside the Epic museum, in Spencer Dock public park, and on the River Liffey campshires.

In conclusion, the Proposed Scheme considered all feasible options in relation to the provision of necessary bus priority and concluded that the Scherzer Bridges need to be relocated locally. The Proposed Scheme includes very significant proposals to conserve, celebrate and promote the heritage

value of the Scherzer Bridges protected structures which would otherwise be very difficult to implement if the bridges were to remain in their current locations carrying heavy traffic loads.

Impact Assessment for Relocation of the Scherzer Bridges

The Archaeological and Cultural Impact Assessment (Chapter 15 in Volume 2 of the EIAR) and Architectural Heritage Assessment (Chapter 16 in Volume 2 of the EIAR) were informed by relevant legislation, guidelines, policy and advice notes, including: Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999; Code of Practice for Archaeology agreed between the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs and Transport Infrastructure Ireland (TII) (National Monuments Service 2017); Convention for the Protection of the Architectural Heritage of Europe (ratified by Ireland 1997), 'Granada Convention' (Council of Europe 1985); European Convention on the Protection of the Archaeological Heritage (ratified by Ireland 1992), 'Valetta Convention' (Council of Europe 1992); Framework Convention on the Value of Cultural Heritage for Society, 'Faro Convention' (Council of Europe 2005); Framework and Principles for the Protection of the Archaeological Heritage (DAHGI 1999); and EPA Guidelines (EPA 2022); Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report (European Commission 2017).

The Archaeology Assessment (Chapter 15 in Volume 2 of the EIAR) and Architectural Heritage Assessment (Chapter 16 in Volume 2 of the EIAR) are based on the Proposed Scheme as designed, which includes for the separation of both pairs of Scherzer Bridges to facilitate four-lanes of traffic (inclusive of two bus lanes).

It should be noted that the Archaeology Assessment (Chapter 15 in Volume 2 of the EIAR) only assesses the ground-breaking and excavation works that are required to take place in order for both pairs of Scherzer Bridges to be separated. Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR considers and assesses the proposed intervention, the required repair works, and the relocation of the Scherzer Bridges.

As is correctly stated in the submission from the DCC Archaeology Section, Chapter 15 (Archaeology) in Volume 2 of the EIAR assesses the pre-mitigation impact of these ground breaking and reduction works associated with the Scherzer Bridges at both locations as "Negative, Significant and Permanent". As such, mitigation is proposed in order to reduce this potential effect. The proposed mitigation measures are set out in Section 15.5 of Chapter 15 (Archaeology) in Volume 2 of the EIAR. In particular respect to the proposed works at both pairs of Scherzer Bridges, the following mitigation measures are to be implemented:

- Archaeological monitoring under licence (by a suitably qualified archaeologist) will take place where any preparatory ground breaking or ground reduction works are required;
- Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in-situ will be undertaken. Once these strategies are employed, this will result in any archaeological remains being identified, recorded and excavated out of the ground or being left in-situ as a design solution with the result that there will be no significant impact post mitigation; and
- The appointed contractor will ensure that a full and complete photographic and detailed industrial heritage record survey is undertaken (the scope of the record survey will be identified through liaison between the appointed contractor and the archaeologist and architectural heritage specialist engaged by the appointed contractor).

Similarly, Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR assesses the pre-mitigation impact of the proposed intervention, the required repair works, and the relocation of the Scherzer Bridges as "Negative, Moderate and Permanent". As such, mitigation is proposed in order to reduce this potential effect. The proposed mitigation measures are outlined in Section 16.5 of Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR. In particular respect to the proposed works at both pairs of Scherzer Bridges, the following mitigation measures are to be implemented:

- Pre-construction surveying, condition assessments and recording of the structures prior to their careful dismantling is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. This is to inform the repair, interpretation and subsequent reassembly of the Scherzer Bridges;
- The architectural heritage specialist will then oversee the protection, labelling, safe storage, repair and reinstatement of the bridges, the affected kerbs, winches, and historic masonry. The

affected quay walls (DCC RPS 3173) fabric will be made available by the appointed contractor to the local authority for salvage or reuse. Works to historic fabric will be carried out by the appointed contractor in accordance with the methodology provided in Appendix A16.3 (Methodology for Works Affecting Sensitive and Historic Fabric) in Volume 4 of the EIAR; and

- The Scherzer Bridges will be restored and moved to new positions where they will accommodate pedestrians and cyclists crossing the former and existing canals.

Given the proposed mitigation measures in respect to the required ground breaking and reduction works as well as the repair works and the relocation of the Scherzer Bridges at both locations, the archaeological and architectural heritage assessments of the Proposed Scheme concluded "no significant impact" would result from such works.

In specific regard to potential effects on the visual / historic setting of both pairs of Scherzer Bridges, such potential effects are considered and assessed in Section 17.4.4.1.1 of Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR. Within this section it is stated that:

"While the changes (brought on by the Proposed Scheme) will not alter the overall townscape character along this section of the proposed Scheme, the Scherzer Bridges are important features of the road corridor and urban realm. The separation and repositioning of the structures within an altered high quality urban realm / landscape setting will retain the visual relationship of the structures with their original siting but negates their historic lifting bridge function on the main carriageway."

This section within Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR goes on to conclude that together with the provision of high quality stone paving, replacement and new tree planting along sections of the north quays as well as the improved accessibility and new vantage points with the provision of the pedestrian boardwalks along Custom House Quay and North Wall Quay, the significance of these changes along this section of the Proposed Scheme will reduce over time as they become more accepted elements of the townscape and as replacement and new planting matures. As such, the potential effect on townscape / streetscape on this section of the Proposed Scheme during the operational phase is assessed as Neutral, Moderate and Short-term, becoming Neutral, Slight / Moderate and Long-term.

Potential effects on the sea locks (and their setting) at the Royal Canal underneath the Scherzer Bridges at this location are considered and assessed in Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR. Potential effects on the sea locks at the Royal Canal are assessed as Negative, Slight and Long term.

Similarly, the quay walls at Britain Quay and Thorncastle Street are also considered and assessed in Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR. Potential effects on these features are assessed as Negative, Slight and Permanent, respectively.

Response from the Conservation Officer

The report also includes a section which acknowledges the key impacts of the proposed scheme section as highlighted within the Conservation Section's submission. At the end of the response to the DCC submission, the NTA include a series of conditions that DCC recommended that An Bord Pleanála attach to planning consent. The Conservation Section is satisfied that these conditions correspond to those set out in the Conservation Section's submission.

The response by the NTA in relation to the DCC Conservation Section is generally satisfactory save for Number 2a in which it is stated that *"The NTA does not agree with this recommendation as options for the Scherzer Bridges were considered and determined as outlined in the Preferred Route Options Report and as described in Section 2.4.3 of this response."* They continue that given *"proposed mitigation measures in respect of the required ground breaking and reduction works as well as the repair works and the relocation of the Scherzer Bridges at both locations, the archaeological and architectural heritage assessment of the Proposed Scheme concluded "no significant impact" resulting from such works."*

Alternative Options

The NTA submission infers that the scheme was designed after following best practice, and that the lifting and relocation of the Scherzer Bridges was deemed to be necessary as the subject route was

considered to be the most appropriate route option from a number of potential other routes. The Conservation Section is concerned that the proposed route was decided upon and designed in advance of the writing of the EIAR.

An EIAR should be written first and produced to a design team in order to help them make a decision on the preferred route option. Various sections in Dublin City Council, including the Conservation Section, requested a copy of the EIAR throughout the 2-3 year consultation process with the hope of reviewing alternative options, however an EIAR was not provided for review. The first time that the Conservation Section was able to review the EIAR was when it was submitted as part of the overall submission to An Bord Pleanála

Findings

The Conservation Section disagrees with the assertion that there would be “*no significance impact*” and reiterates that whilst the Scherzer bridges may be sensitively repaired, the divorcing of these significant industrial heritage features from their original context would negatively impact the historic dockland landscape and erase the public’s understanding (including that of future generations) of how the bridges were intended to function within their original locations. It is regrettable that, despite the Conservation’s Sections endeavours to highlight the value of retaining the industrial heritage bridges in their original locations, the proposal has not been revised to reflect this important relationship.

To mitigate the impact of the proposed route on the built heritage, the Conservation Section reiterates their Conservation Conditions initially submitted (found in appendix 1 below).

Response from Archaeology

This office raised concerns that the scheme as proposed will result in the loss of original fabric, form, and function of these Protected Structures and will significantly compromise the characteristics of special interest of the bridges, which their Protected Structure status is designed to protect. The proposed alterations are irreversible.

The response by the NTA states that “*The retention of the Scherzer Bridges in their current positions would represent an untenable constraint on the delivery of the Schemes Objectives.*”

The NTA response does not fully address concerns raised in the previous archaeological submission i.e. “*professional heritage opinion appears then only to have been sought after route design decisions have been made instead of being a part of the design phase*”. Undue weight appears to be given in the Options Appraisal to the category of “*public amenity*” over the physical integrity and location of the Protected Structures and associated features. **The proposed mitigation measures do not ameliorate a significant impact.**

The NTA observations further state that “*ongoing deterioration of the historic Scherzer Bridges requires restoration works to ensure their longterm survival. These preservation works cannot be undertaken on site, and especially not while the bridges carry heavy volumes of traffic for which they were never intended. The bridges need to be carefully disassembled and removed to a workshop where they can be restored part by part under suitable sheltered conditions and then reassembled.*” **Evidence is not provided for deterioration to show that removal is necessary for conservation.**

On the issue of traffic volume, it is stated in the EIAR that “*Although designed for 1930s traffic, they [the bridges] are still capable of carrying today’s traffic.*”. The current Draft Dublin City Centre Transport Plan 2023 places an emphasis on traffic reduction within the City Centre. It states that “*both the BusConnects Network and the GDA Cycle Network were designed within the constraints of the existing traffic management arrangements. If the traffic management arrangements within the city centre are agreed and implemented, it will present an opportunity to reconsider these networks within the city centre, to refine and improve as appropriate.*” **In light of this, the proposed irreversible alterations to the Scherzer Bridges should be reconsidered to minimise impact. A condition survey of the bridges and a methodology for their conservation in situ or reinstatement (preferably *en place*) to be provided.**

Archaeology:

1. Initial comment submitted Free-Flow Artwork Installation

The DCC submission remarks that the EIAR makes no mention of modern art installation “Free-Flow” consisting of glass cobbles in light features set into the paving on the northern Liffey campshire running from Custom House Quay to the Point Depot

Response from NTA

(Page 85 of NTA response) This art installation is located in paved areas on the campshires close to the river bank where there will be minimal disturbance for the alterations to the street layout in the Proposed Scheme. While these areas are indicated to be repaved on the Landscape and Urban Realm drawings (EIAR Volume 3 Figures, Chapter 4, Part 5), it is expected that as much as possible of the existing paving will be retained undisturbed where it is in good condition. The NTA takes note of the submission by DCC in relation to the art work installation and will undertake measures to safeguard these features in the works so that they are retained and protected.

While this artwork is not referred to in the EIAR, it will not be impacted by the Proposed Scheme. Nevertheless there are mitigation strategies identified in the Chapters 15 and Chapter 16 in Volume 2 of the EIAR for the protection of features of cultural heritage interest.

In Section 15.5.1.2 of Chapter 15 in Volume 2 of the EIAR it states:

“features of a cultural heritage interest that are required to be removed on a temporary basis or for a short-term period will be removed under archaeological supervision and in accordance with a method statement in consultation with the NTA and the relevant statutory authorities. This will protect the heritage asset from any adverse impacts and ensure that it is stored safely at an agreed location prior to its reinstatement.”

Furthermore, as set out in Section 16.5.1.5.2 of Chapter 16 in Volume 2 of the EIAR:

“The architectural heritage specialist will oversee the recording, protection and monitoring prior to, and during, the Construction Phase. Works to historic fabric will be carried out by the appointed contractor in accordance with the methodology provided in Appendix A16.3 (Methodology for Works Affecting Sensitive and Historic Fabric) in Volume 4 of the EIAR.”

The NTA confirm that the ‘Free Flow’ Public Artwork will be incorporated into the landscape and urban realm design of the Proposed Scheme as necessary, ensuring that it is reinstated in its original position(s) in so far as possible.

Archaeology response:

This commitment is welcome. The construction of the Luas Cross City project involved an impact on another public artwork by this artist. Here the RPA/TII worked with the artist to restore and reconfigure the art piece in a new setting to ensure it continues to be enjoyed in the future. A similar proposal might be considered here. **A detailed response by the NTA to the submission by the City Architects Office on the issue of public art work and where the Percent for Art scheme is to be incorporated into this project is required.**

A second small but locally important monument commemorating the ‘Waxie’s Dargle’ on Pembroke Road was not referenced in the scheme drawings. This artwork was highlighted in a submission from members of the public. The NTA contend that the measures proposed in the EIAR will protect all “*existing heritage features, even if not all are specifically listed*”. The design team should be made aware of all heritage features and they should be in the scheme drawings in order for the developer to implement such measures. **We recommend the NTA provide amended drawings and methodologies to ensure that all cultural heritage assets are included and that they consultant/engage with the artist and interested public with local knowledge.**

2. Initial comment submitted (Archaeological Impact)

A recommendation was set out in the appendix to appoint a Project Archaeologist as a member of the NTA project team to oversee all archaeological aspects of the project from inception to completion. The submission recommends numerous tasks that the appointed archaeologist will manage.

Response from NTA

The NTA will liaise with and provide copies to the DCC Archaeology Section of all Section 26 method statements, and any reports arising and provide regular updates on finds and mitigation throughout the delivery of the Proposed Scheme through to completion. Similarly, the NTA will ensure that the primary archaeological paper archive for all archaeological site investigation be prepared and deposited with the Dublin City Archaeological Archives within a timeframe to be agreed with the planning authority unless otherwise agreed with the Minister.

Archaeology response:

The NTA response is noted and agreed. **It is recommended that appropriate conditions are applied to the development to ensure the proposed mitigation measures are carried out in accordance with the EIAR proposals.**

The City Archaeologist concludes with the following recommendations, which include amendments to the previously submitted commentary:

1. It is the preference of the archaeology section that the proposed scheme be revised to provide for the retention-in situ of the two pairs of Scherzer Bridges at George's Dock (DCC RPS 896) and the Royal Canal (DCC RPS 912), which are Protected Structures and industrial heritage features. A redesign of the scheme should seek to minimise the relocation, physical and visual impact on these rare metal bridges.
2. It is recommended that details of the condition and conservation methodologies for the Scherzer bridges to be submitted for review the Planning Authority in advance to inform the redesign, guide any conservation works and the heritage maintenance.
3. The NTA shall provide the necessary funding to fulfil the post-excavation and reporting requirement(s) of the project to a standard that is acceptable to the Minister.
4. NTA to appoint a Project Archaeologist as a member of the NTA project team to oversee all archaeological aspects of the project from inception to completion. The Project Archaeologist will manage archaeological aspects of the project and input on, inter alia:
 - Project planning and design,
 - Scheduling of archaeological mitigation,
 - The development of programmes,
 - The development of construction and procurement strategies,
 - The preparation of contract documentation,
 - The appointment of competent consultant archaeologists,
 - Advance works, construction and potential operational issues.

The Project Archaeologist shall

- ensure that the process of identifying the potential impact the project on archaeology is dealt with by a competent archaeologist.
- oversee the archaeological operations carried out by the contractor's archaeological consultant.
- ensure that appropriate investigation is carried out, where reasonably practicable, prior to the commencement of construction to identify both the known and unknown archaeology that may be impacted by the project. Where this is not reasonably practicable, an appropriate archaeological strategy to mitigate the known or potential archaeological impacts to be developed in consultation with the Minister.
- consider whether the archaeology can be preserved in situ within the confines of the project. Where preservation in situ cannot reasonably be achieved, allow sufficient time to preserve by record all archaeological remains that are impacted by the project to a level that is acceptable to the Minister.
- ensure the publication and/or dissemination, as appropriate, the archaeological results of the project.

- copy Dublin City Council Archaeology Section with all Section 26 method statements and any reports arising and provide regular updates on finds and mitigation throughout the delivery of the scheme through to completion.
5. The primary archaeological paper archive for all archaeological site investigations to be prepared and deposited with the Dublin City Archaeological Archive within a timeframe to be agreed with the planning authority unless otherwise agreed with the Minister.

City Architect's Division:

1. Initial comment submitted (Public Realm Improvements):

The DCC submission lists 6 locations where the proposed scheme will provide public realm improvements but says there is insufficient information provided.

Response from NTA

(Page 96 of the NTA response) The aim of the Proposed Scheme is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe and integrated sustainable transport movement along the corridor. The Proposed Scheme will greatly improve transport services for all that live along the route of the Proposed Scheme by providing significantly improve sustainable transport options. Furthermore, it is an objective of the Proposed Scheme to ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

As set out in Chapter 4 (Proposed Scheme Description) of Volume 2 of the EIAR, the landscape and urban realm proposals are derived from analysis of the existing urban realm which allowed the designers to consider appropriate enhancement opportunities along the route. 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. Along the route there will be a number of enhancements to specific urban realm hot spots where there is a clear opportunity to improve existing key public spaces as illustrated in EIAR Volume 3, Figures, Chapter 4 Proposed Scheme Description Part 5 on the Landscape General Arrangement Drawings. NTA will continue to liaise with DCC in regard to public realm improvements in the detailed design stage.

City Architects response:

Insufficient detail is provided in the drawings submitted for planning permission for the Proposed Scheme to assess the quality of the proposed public realm upgrades for this important area of the City. The NTA's proposal to continue to liaise with DCC in regards to public realm improvements in the detailed design stage is welcomed by the City Architects Division.

2. Initial comment submitted (Bus Shelters):

Bus shelters impact on the width of footpaths and should only be proposed where there is sufficient space to physically accommodate them and passengers congregating in their vicinity. Bus shelter locations are indicated on the drawings but information on their proposed design, size and type is not provided. The proposed location of new bus shelters in the vicinity of buildings of architectural Importance, in Conservation Areas, In Architectural Conservation Areas (ACA's), and Special Planning Control Schemes (SPCS) needs to be considered carefully considered." No specific locations are referred to in this regard. In the Interest of visual amenity and having regard to protected structures and their settings, advertisements should preferably not be permitted on bus shelters In Architectural Conservation Areas (ACA) or Special Planning Control Schemes (SPCS).

Response from NTA:

(pg. 98 of NTA response) This issue was also raised in the submission by the Conservation Section and has been responded to earlier in Section 2.4.4 in relation to the high-quality design of the bus stop shelters, which are widely used across Dublin, and are already in place beside protected structures and in conservation areas along the Proposed Scheme, so there will effectively be no change from the existing situations.

City Architect's response:

The bus shelter shown in the figure 2.9.10 and proposed for use in the Ringsend to City Proposed Scheme is not suitable for use in Conservation Areas and Architectural Conservation Areas as it incorporates an advertisement panel, "*advertisements should preferably not be permitted on bus shelters in Architectural Conservation Areas*". This is an opportunity to discontinue the policy of placing advertisement panels in the vicinity of Protected Structures and in Conservation Areas. For example in the Proposed Scheme-

1. General Arrangement Sheet 01 – Proposed bus stop in front of 21-23 City Quay, protected structures.
2. General Arrangement Sheet 01 - Proposed new bus stop and shelter on footpath opposite CHQ building, Custom House Quay, protected structure 2094.
3. General Arrangement Sheet 02 – Bus stop in front of 15 St John Rogersons Quay, protected structure and NIAH-50020477.
4. General Arrangement Sheet 03 – 2 no. proposed new bus stop and shelters adjacent to Diving Bell, NIAH-50020468, Sir John Rogersons Quay.

3. Initial comment submitted (Structures in the Proposed Scheme):

The DCC submission refers to existing and proposed structures including the two pairs of Scherzer Bridges, and the two proposed boardwalks along the north quays, in the following respects:

- Scherzer Bridges
 - Conservation Impact Statement and Method Statement requested.
 - Former lifting process to be physically marked somehow.
 - Explain reason for re-orientating bridges at Spencer Dock.
- Boardwalks: Conservation Impact Statement and Method Statement requested for the quay walls.

Response from NTA

(pg. 100 of the NTA Response) The submission from DCC City Architect's Division in relation to the proposal to relocate the Scherzer Bridges seeks to ensure that the dismantling, preservation and reassembly works are undertaken in the appropriate manner. For the proposed works at the Scherzer Bridges the requirements for a Conservation Impact Statement and Method Statement are outlined in EIAR Volume 2, Chapter 15, Section 15.5.1.1.1, and these are included as a proposed mitigation measure ACH7 and ACH12 in Chapter 22 of the EIAR. As part of the restoration works, where practicable it is proposed to salvage and renovate the lifting machinery in the bridges. The restoration of the bridges will include the provision of information panels to explain how the lifting process operated. In the Proposed Scheme the pair of Scherzer Bridges at George's Dock will be re-oriented from their current arrangement so that the lifting mechanisms are on the eastern, rather than the western side. The reason for this is described in Section 8 of the conservation specialist report in EIAR Volume 4 Appendix 3.1, Relocation of Scherzer Bridges, Dublin City: Industrial Heritage and Options Appraisal. The conclusion of the specialist assessment is provided in Section 8.3 of that report as follows:

"Option D would best retain the Scherzer bridges' heritage value in the long term, i.e. moving them apart to make way for a new four-lane road bridge, reversing their orientation, and restricting their use to pedestrians and cyclists. Moreover, the insertion of a footpath alongside the new bridge will also bring the relocated Inner Scherzer into a more satisfactory visual alignment with Stack B."

The Stack B building is a protected structure located close to the west of the entrance channel to George's Dock, where there is limited footpath space behind the opening bridge machinery and counterweight superstructure as is clear from the photograph in Figure 6.9 of the specialist report.

There is a lot more space available on the eastern side where the bridge opening machinery can be comfortably accommodated. With the proposed reorientation of the lifting bridges it will be easier for people to see and appreciate the mechanical elements of the bridge opening mechanism as a public display of the heritage feature and how it used to operate. For the proposed works at the river Liffey quay walls for the boardwalks the requirements for a Conservation Impact Statement and Method Statement are outlined in EIAR Volume 2, Chapter 15, Section 15.5.1.1.1, and these are included as a proposed mitigation measure ACH7 and ACH12 in Chapter 22 of the EIAR.

City Architect's response:

We are not convinced by the justification provided as the works will have a negative impact on the historic fabric and environment. However if this intervention has to proceed to avoid transport disruption

then Option B would be the preferred option, as maintaining the orientation of the bridges is a more respectful approach.

4. Initial comment submitted (Per Cent for Art Scheme)

It is not clear where the Percent for Art Strategy is to be incorporated into this project.

Response from NTA

(Pg. 101 of NTA response) NTA will continue the very positive and constructive liaison with DCC City Architect's Department throughout the procurement and construction process including consideration of the provision of potential items of public art where appropriate.

City Architect's response:

The Dublin City Council Arts Office will welcome liaising with the NTA on proposals for the Percent for Art Scheme as part of the Busconnects project.

Drainage Division:

1. Initial DCC comment submitted

Ch. B11320-11360, SuDS devices should be employed where practicable, a system of tree pits could be used here rather than hard engineering solutions. (pg. 78 of NTA response)

Response from NTA

Ch. D-30000 is located just to the south of the Tom Clarke Bridge at Ringsend, and on the Surface Water Drainage Drawings in EIAR Volume 3 Figures, Chapter 4 Scheme Description Part 11 Sheet 6, there is an oversized pipe shown as mentioned in the DCC submission and as shown in the extract in Figure 2-9-8. This pipe takes the surface water from the eastern part of the proposed River Dodder Public Transport Bridge and connects to the existing combined sewer drainage pipe at York Road. DCC has suggested the provision of a bio-retention system in the green area between the East Link Road and York Road beside the route of this proposed pipe. However, there are existing trees in that green area that are proposed for retention, along with additional new trees, which would need to be removed if a bio-retention system were installed. To avoid the loss of the trees that are an important landscape feature in an area with very few trees, the proposed scheme will instead use an over-sized pipe to achieve the desired drainage attenuation.

Drainage Division Response

If new trees are being put in anyway, these could easily be in SuDS tree pits in line with NTA's stated aim of maximising Nature Based Solutions where possible. The use of an oversized pipe is a poor solution where a Nature Based Solution would be both possible and practicable.

2. Initial DCC comment submitted

Ch. D30000, SuDS devices should be employed where practicable, a bio retention system could be used here rather than oversized pipes etc.

Response from NTA

As above

Drainage Division Response

As above

3. Initial DCC comment submitted

Infiltration tests to be carried out as per BRE 365 for all infiltration trenches.

Response from NTA

There are no infiltration trenches in the Proposed Scheme, so associated testing will not be required.

Drainage Division Response

The design calls for infiltration trenches at Chainage F50340 along St Patricks Villas beside Ringsend Park. See BCIDD-ROT-DNG_RD-0016_XX_00-DR-CD-0010.

APPENDIX 1

Previously stated Recommendations/Conditions

Agreed conditions - Between Dublin City Council (DCC) and the National Transport Authority (NTA)

1. That a comprehensive agreement is put in place between DCC and the NTA regarding how the corridor is to be handed over to the NTA and its contractors, what pre-inspection and recording of the corridor is necessary and how the corridor is to be maintained during construction activities and by whom. The agreement shall also address the handback process, the treatment of all relevant records treated and how the corridor is to be accepted back by DCC following construction.
2. Following handback, a separate agreement shall be put in place between DCC and the NTA regarding the costs of maintenance of the corridor as a high quality public transport corridor with agreed levels of performance and how the performance of the public transport corridor is not eroded in the future.
3. All relevant DCC departments involved with the development of the Scheme shall be consulted during the detailed design development process for the Scheme and the NTA shall incorporate the requirements of the DCC departments into the final detailed design of the Scheme.

Department Recommendations/ Conditions

Roads Division Standard Conditions

Handover:

1. Prior to commencement of any works, a formal Handover Procedure Agreement shall be agreed with Dublin City Council and put in place. This procedure shall be carried out on any section of work as soon as it is completed. A global handover of all works at the end of the construction period shall not be permitted. As built drawings of each section of the finished works shall be provided in A1 sized hard copy to an appropriate scale and also in electronic format compatible with DCC's current version of Microstation. These as built drawings shall include details of new services and alterations to existing services. Drawings shall also be provided showing exactly what areas are to be in DCC's charge

Existing Condition Record:

2. A photographic record of all areas in Dublin City Council's control to be affected by the Bus Connects scheme works shall be provided to Dublin City Council (DCC) prior to the commencement of any work.
3. Drawings distinguishing between antique granite footways and kerbs and new granite footways and kerbs shall be submitted as part of detailed design development of approved scheme.
4. Drawings clearly demarcating private landings shall submitted as part of detailed design development of approved scheme.

Design:

5. Final details (including materials, finishes, sizes, gradients, levels and drainage) of all junctions, carriageways, islands, buildouts and footways as well as all signal/traffic light infrastructure shall be agreed with DCC prior to construction.
6. All Construction works shall comply with the "Construction Standards for Roads and Street Works in Dublin City Council".
7. Road Safety Audits shall be carried out for each public road that is to be modified as part of the Bus Connects scheme works at appropriate stages throughout the design of each individual scheme.
8. The alignment of the Bus Connects scheme shall be designed so as ensure that all longitudinal gradients and crossfalls on carriageways, islands, buildouts and footways are in accordance with those specified in "Construction Standards for Road and Street Works in Dublin City Council" unless otherwise agreed with DCC.
9. Pedestrian priority shall be ensured throughout the Scheme design through signage and physical design measures where appropriate.
10. Buffer strips shall be provided at all locations where cycle lanes run between parking and loading areas and the kerb/footpath to ensure pedestrians including those with disabilities can safely alight from vehicles.
11. The Scheme shall ensure that principles of universal design are adhered to and accessibility requirements are met throughout the Scheme.
12. Modifications to existing in-curtilage car parking of properties impacted by the works shall ensure a footprint of 5 metres by 3 metres for car parking is retained in order to avoid parked cars overhanging the public footpath. Driveway entrances should be maximum 3m width in accordance with the standards set out in Dublin City Development Plan 2022-2028.
13. Alterations to kerbside spaces such as pay and display scheme/loading/line markings/signage pole shall be agreed with the Planning Authority to ensure adequate loading and set down is provided.
14. All signage and road markings to comply with the *Traffic Signs Manual*.

Reinstatement:

15. All reinstatement work and areas to be taken in charge shall be carried out in accordance with "*Construction Standards for Road and Street Works in Dublin City Council*" unless otherwise agreed with DCC.
16. The extent and type of the reinstatement required shall be agreed with DCC prior to commencement of any work on site. This shall be shown on drawings and signed off on by both parties.

17. All works to public roads in DCC's Functional Area shall comply with the Council's *Construction Standards for Road and Street Works in Dublin City*.
18. Samples of all new natural stone kerbs, flags and setts to be used in reinstatement works shall be supplied to DCC for agreement prior to use.

Construction Period:

19. All roadworks shall be carried out in accordance with the current edition of Dublin City Council's *Directive for the Control and Management of Roadworks in Dublin City* unless otherwise agreed with DCC.
20. In cases of reinstatement of areas where the roadway or footway is not being reconstructed in full (e.g. trench for utility alongside street) the NTA or their Contractor shall pay DCC long term damages charges as set out in the current edition of Dublin City Council's *Directive for the Control and Management of Roadworks in Dublin City*.
21. All antique setts if removed as part of the works shall be cleaned, stored on pallets by the contractor and reinstated in the carriageway to DCC's specification if required by DCC unless otherwise agreed with Dublin City Council.
22. All existing and antique natural stone kerbs and flags, if removed without damage as part of the works, shall be cleaned, stored on pallets by the contractor and reinstated in the footway to DCC's specification.
23. During construction and prior to opening of the Scheme, the National Transport Authority shall undertake an awareness, education and behavioural change programme to educate road users as how to use the Scheme with particular regard to interaction between pedestrians and cyclists.

Miscellaneous

24. Where cellars exist and are effected by the scheme, these shall be acquired in whole or in part only where necessary for implementation of the Proposed Scheme.

Public Lighting Recommendations/Conditions

In terms of delivering the Public Lighting elements of this project, it is recommended that careful consideration be given during the detailed design process to all the various different elements including the required light level design and the relevant EN certification as well as existing heritage and high value lighting Columns. .

In addition there is the agreed condition for the survey and handover of all items along the corridor and these would include the Public lighting infrastructure and all associated items, careful consideration of existing and proposed trees within the corridor is also required as to their impact on lighting levels.

1. It must be noted that special consideration must be given to any scheme where the Public Lighting is mounted on ESB Networks Infrastructure.
2. Public Lighting works may only be carried out on street lights mounted on ESB Networks in accordance with 'ESB Requirements for Work on Public Lighting on ESB's Networks' and by Public Lighting Contractors who have the required training and approvals for such work. These requirements impose stringent requirements on Local Authorities and Contractors.
3. All heritage public lighting must be safeguarded and protected and any requirements to move heritage columns must be agreed with the Public Lighting department.

4. Temporary Lighting: If the route where works are being carried out remains open for public use, e.g. to facilitate the continued movement of vehicles and pedestrians, then the route must be lighted at all times during night time hours.

Environmental Protection Division Recommendations/Conditions

The key requirements for this development from a surface water/drainage/flood management perspective are outlined as follows:

1. This development must comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from www.dublincity.ie Forms and Downloads). In particular:
 - Continuous Kerbs incorporating drainage, as outlined in Figure 2, Page 3 in Appendix K Drainage Design Basis Document, are not accepted by DCC Drainage Planning, Policy and Development Control.
 - Enclosed drainage channels such as slot drains or “ACO” drains are not accepted by Drainage Planning, Policy and Development Control.
 - The hybrid gully outlined in Section 1.1.3, Page 4 in the BusConnects - Road run-off collection gullies Technical Paper is not accepted by DCC Drainage Planning, Policy and Development Control. The use of narrow profile gullies as previously agreed is welcome.
2. The development shall incorporate Sustainable Drainage Systems in the management of surface water, providing an integrated approach with the landscaping proposals. Full details of these shall be agreed in writing with DCC Drainage Planning, Policy and Development Control prior to commencement of construction. Soft landscaping should be considered before hard landscaping. The SuDS design should refer to the new Dublin City Council Sustainable Drainage Design and Evaluation Guide published in 2021.
3. There are opportunities to include Nature Based Solutions that have not been realised in the outline design. These shall be addressed at detailed design stage with areas discharging to the River Liffey being particularly important. Attenuation design to be revisited, current design is not clear.
4. The detailed drainage design shall be agreed in writing with DCC Drainage Planning, Policy and Development Control prior to commencement of construction. Surveys on the location and condition of surface water infrastructure sewers, both pre and post development, shall be carried out by the developer and any damage rectified. Any diversions shall be agreed in writing, prior to commencement, with Drainage Planning, Policy and Development Control. To avoid multiple connections to combined sewers a separate surface water network would be preferable in instances where this could be achieved. The developer shall explore all opportunities to segregate the surface water from the combined drainage system. Details on proposed connection locations to the surface water network and flow discharges shall also be agreed.
5. To support our achievement of our legislative obligations the Ringsend to City Centre Core Bus Corridor Scheme proposal should not cause a deterioration of the status of any waterbody to which it is contiguous with downstream and furthermore should not jeopardise the attainment of good ecological and ‘good’ water chemical status for the River Liffey Estuary in accordance with DCC and national obligations. NTA shall provide an evidence-based assessment of the impact, if any, of the Proposed Scheme on the water quality status of rivers within the curtilage of the proposed project, including both ecological and chemical status.
6. The NTA shall confirm in writing to Drainage Planning, Policy and Development Control that the development has been designed such that the risk of flooding to the development has been reduced as far as is reasonably practicable, and that the proposals do not increase the risk of flooding to any adjacent or nearby area. This includes assessment of pluvial flood risk at all locations along the route (not just where sections are 150m long). The effect of climate change on flooding, +20% rainfall and 0.5m sea level rise should be allowed for in calculations. Any changes in ground profile shall be modelled to demonstrate no increase in flood risk and to reduce it where reasonably possible.
7. The developer must demonstrate that this development passes the three stages of the SFRA Justification Test, particularly for tidal and fluvial flooding.

8. New compensatory SuDS measures should be provided close to any green areas lost.
9. As-built drawings of all drainage networks and SuDS measures shall be provided by the NTA on completion of the works.

Air and Noise Pollution Control Unit Recommendation/Conditions

1. Noise Control and Air Quality Control - Demolition and Construction Phase

It is recommended that the works must be carried out having regard to a Construction Management Plan submitted with the application. The plan must be written having regard to this Unit's Good Practice Guide for Construction and Demolition (below link). The plan must be approved by the Planning Department before work commences.

<https://www.dublincity.ie/residential/environment/air-quality-monitoring-and-noise-control-unit/good-practice-guide-construction-and-demolition>

Archaeology Recommendation/Conditions

6. Industrial Heritage
Update the EIAR to contain revised proposals for the Scherzer Bridges and fully evaluate options for retention in situ.
7. Public Artwork
Update the Cultural Heritage Impact Assessment to include an impact assessment and mitigation strategy for the 'Free Flow' sculpture.
8. Archaeology
 - (a) NTA to appoint a Project Archaeologist as a member of the NTA project team to oversee all archaeological aspects of the project from inception to completion. The Project Archaeologist will manage archaeological aspects of the project and input on, inter alia:
 - Project planning and design,
 - Scheduling of archaeological mitigation,
 - The development of programmes,
 - The development of construction and procurement strategies,
 - The preparation of contract documentation,
 - The appointment of competent consultant archaeologists,
 - Advance works, construction and potential operational issues.
 - (b) The Project Archaeologist shall ensure that the process of identifying the potential impact the project on archaeology is dealt with by a competent archaeologist.
 - (c) The Project Archaeologist shall oversee the archaeological operations carried out by the contractor's archaeological consultant.
 - (d) The Project Archaeologist shall ensure that appropriate investigation is carried out, where reasonably practicable, prior to the commencement of construction to identify both the known and unknown archaeology that may be impacted by the project. Where this is not reasonably practicable, an appropriate archaeological strategy to mitigate the known or potential archaeological impacts to be developed in consultation with the Minister.
 - (e) The Project Archaeologist shall consider whether the archaeology can be preserved in situ within the confines of the project. Where preservation in situ cannot reasonably be achieved, allow sufficient time to preserve by record all archaeological remains that are impacted by the project to a level that is acceptable to the Minister.
 - (f) The NTA shall provide the necessary funding to fulfil the post-excavation and reporting requirement(s) of the project to a standard that is acceptable to the Minister.
 - (g) The Project Archaeologist shall ensure the publication and/or dissemination, as appropriate, the archaeological results of the project.

- (h) The Project Archaeologist shall copy Dublin City Council Archaeology Section with all Section 26 method statements and any reports arising and provide regular updates on finds and mitigation throughout the delivery of the scheme through to completion.
- (i) The Project Archaeologist shall ensure that the primary archaeological paper archive for all archaeological site investigations be prepared and deposited with the Dublin City Archaeological Archives within a timeframe to be agreed with the planning authority unless otherwise agreed with the Minister.

Conservation Recommendations/Conditions

1. To safeguard the special architectural interest of affected Architectural Heritage across the Bus Connects routes - including Protected Structures and Conservation Areas, landscaping, historic paving, setts, kerbing and associated features, boundary treatments, historic street furniture, gardens and trees and historic public realm etc. - and to ensure that the proposed works will be carried out in accordance with best conservation practice with no unauthorised or unnecessary damage or loss of historic fabric, the Conservation Section recommend that all works shall be designed and supervised by an expert in architectural conservation in accordance with the provisions (outlined above) of the Dublin City Development Plan 2022-2028, the *Architectural Heritage Protection Guidelines for Planning Authorities (2011)* and relevant documents of the DHLGH Advice Series.
2. The Conservation Section recommends the following specific measures:
 - a) Revision of the proposed scheme to provide for the retention-in situ of the two pairs of Scherzer Bridges at George's Dock (DCC RPS 896) and the Royal Canal (DCC RPS 912), which are Protected Structures, and/or other such redesign to minimise the physical and visual impact on the rare metal bridges. Details to be submitted for written approval of the Planning Authority in advance of works commencing.
 - b) An architectural heritage impact assessment to be undertaken by a suitably qualified conservation professional for all proposed alterations to the Scherzer Bridges and quay walls, outlining the nature and likely impacts and proposals to minimise the impacts on the historic fabric, to be submitted for the written approval of the Planning Authority in advance of works commencing.
 - c) An architectural heritage impact assessment for the boardwalk elements and proposals to reduce the impacts on the historic fabric to be submitted for the written approval of the Planning Authority in advance of works commencing.
 - d) An architectural heritage impact assessment for the proposed site compounds, including proposals to reduce their impacts on the historic fabric, to be submitted for the written approval of the Planning Authority in advance of works commencing.
 - e) Full details of the design and type and location of each bus shelter / stop along the proposed route in front of Protected Structures and structures on the NIAH to be submitted to and agreed in writing with the Planning Authority in advance of works commencing.
 - f) Consideration to be given for the omission of bus shelters in front, and in the immediate vicinity, of Protected Structures across the route and for bus stops only to be provided at these locations, in order to minimise visual clutter and protect the special architectural character of Protected Structures. Details to be confirmed in writing to the Planning Authority in advance of works commencing.
 - g) Consideration to be given to the rationalisation of all traffic infrastructure such as signage, traffic poles, utility boxes etc. across the route to reduce visual clutter, in particular in the vicinity of Protected Structures, within red-hatched conservation areas and in residential conservation areas.
 - h) Consideration to be given to the omission of gantry traffic signage in the vicinity of Protected Structures, within Conservation Areas, red hatched conservation areas and residential conservation areas and alternative traffic signage solutions should be sought.
 - i) Where cycle ways are located in close proximity to Protected Structures and within Conservation Areas generally, consideration shall be given to an alternative high quality cycle lane surface in-lieu of red tarmacadam.
 - j) The alignment of footpaths should respect the setting of Protected Structures and buildings of National importance.

3. The conservation professional shall ensure adequate protection of the retained and historic fabric during the proposed works and across all preparatory and construction phases. In this regard, all works shall be designed to cause minimum interference to historic fabric.
4. In accordance with best conservation practice, specifications and method statements for the careful and sensitive relocation and reinstatement of historic fabric identified in the report above, and in particular to Protected Structures, sites/structures on the NIAH and DCIHR, and structures and features in Architectural Conservation Areas (ACAs) across the Bus Connects route shall be submitted by the conservation professional for the written approval of the Planning Authority in advance of works commencing.
5. The conservation professional shall advise the Conservation Section on architectural heritage and conservation matters that may have further impacts on the project throughout the construction phases.
6. If, through the course of construction work across the Bus Connects routes, hitherto unknown and concealed architectural heritage fabric is found, the conservation professional shall contact the Conservation Section to advise them of the discovery as the presence of historic fabric may inform an alternative strategy for a design proposal that would enhance the setting of a Protected Structure, other historic buildings and features, or Conservation Area.
7. All works shall be carried out in accordance with best conservation practice, the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and the Advice Series issued by the Department of the Housing, Local Government and Heritage. All repair works shall retain the maximum amount of surviving historic fabric in situ. Items to be removed for repair off-site shall be recorded prior to removal, catalogued and numbered to allow for authentic reinstatement.
8. All existing original architectural heritage features, in the vicinity of the works shall be protected during the course of all phases of construction works.
9. All repair of historic fabric shall be scheduled and carried out by appropriately experienced conservators of historic fabric.

City Architects Recommended Conditions

1. **Footpath widths and Alignment:**
Confirmation is requested that pedestrian traffic counts have been undertaken to ensure that the proposed footpath widths along the Proposed Scheme are sufficient to cater for anticipated pedestrian volumes. This confirmation should be submitted to the planning authority prior to commencement of development.
2. **Local Public Realm Improvement Schemes:**
The information provided is insufficient to facilitate proper assessment of the proposals and additional information is required including visualisations of the proposals.
Detailed drawings and specifications of the proposed public realm improvement schemes shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
3. **Land Acquisition by NTA and Taking in Charge:**
Details of all landscaping and public realm finishes in areas where they are to be taken in charge shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
4. **Bus Shelter Design:**
Full details of the design and type of each bus shelter for each location along the Proposed Scheme shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
5. **Siting of utility cabinets and above-ground utility infrastructure:**
The siting of all utility cabinets and other above-ground utility infrastructure shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
6. **On-street Parking:**

The NTA should engage with electrical charging operators to co-ordinate the roll out of electrical charging points to on-street parking areas as part of the works along the route of the Proposed Scheme. This shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

7. Palette of Materials:
 - (j) The extent and condition of existing hard landscape to be retained within the Proposed Scheme shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
 - (k) The material palette within the Proposed Scheme shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
8. Palette of Street Furniture:

A full palette of street furniture and their proposed locations across all the proposed BusConnects Core Bus Corridor Schemes, shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
9. Boundary treatments:
 - (a) The fabric in all property boundaries which are to be relocated to facilitate land acquisition along the Proposed Scheme should be assessed for their architectural conservation value and cultural value. This assessment should be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
 - (b) The fabric in all property boundaries which are to be relocated to facilitate land acquisition along the Proposed Scheme should be assessed whether it may be suitable for repair and re-use for sustainability reasons in the new boundaries rather than replaced with new. This assessment should be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
9. Structures in Proposed Scheme:

Conservation Impact Statement and a Conservation Method Statement addressing the Scherzer Bridges at George's Dock, Scherzer Bridges at North Wall Quay/Royal Canal and Royal Canal Road Bridge all of the above works are to be submitted and agreed with DCC Planning and Conservation section prior to commencement of development.
10. Per cent Art Strategy

The selection and location of artworks along the route as part of the Percent for Art strategy shall be reviewed and agreed with the local authority Arts Office and submitted to, and agreed in writing with, the planning authority prior to commencement of development.
11. Traffic Signal and Signage Poles

The number of poles required for traffic signal and signage needs to be designed to the minimum. This information shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
12. Water Drinking Fountains:

Suitable locations for water drinking fountains should be identified and installed as part of the works along the route of the Proposed Scheme. This shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
13. Gantry Signage – Traffic Signals

Gantry traffic signage should not be included in the scheme due to their high visual impact as the Liffey Quays are a Conservation Area and alternative traffic signage solutions should be investigated. Photomontages to be re-submitted showing any proposed gantry traffic signals. This information shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
14. Interactions with Other Planned Infrastructure Projects

Further information is requested on the interface of the Proposed Scheme with the other infrastructure projects listed above and this shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
15. St. Patrick's Rowing Club Clubhouse Building:

Further information on the elevation treatment and materials is requested and shall be submitted to, and agreed in writing with, the planning authority with assistance from DCC City Architects Division as necessary, prior to commencement of development.

Parks Division Recommended Conditions

1. This department requests that all soft landscape proposals are agreed with the department prior to detail design.
2. We recommend an Arborist and Landscape Architect be conditioned to be present on site for the duration of the works to ensure trees indicated for retention are retained and proposed soft landscape is successfully delivered.
3. We recommend that a Tree Bond be agreed with DCC Parks Landscape and Biodiversity Section for each proposed retained tree.
4. As a general note Tree planting species should be planted at a minimum of 16-18cm girth with a minimum of 3 years post practical completion maintenance to ensure healthy establishment. Much of the proposed tree planting will need to be installed in constructed tree pits with 15 cu.m of growing medium, details of these pits should be agreed with this department.

Brianán Nolan

Signed: Brianán Nolan Grade: SEP 9/4/24

GH

Garrett Hughes

Senior Planner

09/04/24