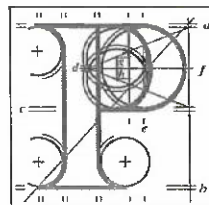


**Our Case Number:** ABP-314232-22



**An  
Bord  
Pleanála**

Dublin City Council South  
Dublin City Council  
Planning Department  
Civic Offices  
Wood Quay  
Dublin 8  
D08 RF3F

**Date:** 10 November 2022

**Re:** DART+ West Railway Order - Dublin City to Maynooth and M3 Parkway  
County Dublin, County Meath, County Kildare

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above mentioned proposed railway order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: [www.pleanala.ie](http://www.pleanala.ie).

If you have any queries in the meantime please contact the undersigned officer of the Board. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

RA05

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## Niamh Thornton

---

**From:** Bord  
**Sent:** Tuesday 1 November 2022 09:55  
**To:** Niamh Thornton  
**Subject:** FW: SUBMISSION BY DUBLIN CITY COUNCIL TO AN BORD PLEANÁLA CORAS IOMPAIR ÉIREANN (CIÉ) DART + WEST PROJECT. ABP REF: 314232-22  
**Attachments:** Submission By Dublin City Council to An Bord Pleanála - CIE DART +West Project.docx

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**From:** John O'Hara <[john.ohara@dublincity.ie](mailto:john.ohara@dublincity.ie)>  
**Sent:** Friday, October 28, 2022 4:13 PM  
**To:** Bord <[bord@pleanala.ie](mailto:bord@pleanala.ie)>  
**Subject:** SUBMISSION BY DUBLIN CITY COUNCIL TO AN BORD PLEANÁLA CORAS IOMPAIR ÉIREANN (CIÉ) DART + WEST PROJECT. ABP REF: 314232-22

Hello Niamh,

With regard to your later dated 2<sup>nd</sup> August 2022, please find attached the submission by Dublin City Council in respect of the DART + West Project,  
ABP REF: 314232-22.

If you have any queries please contact Brian Keaney, Senior Planner, at [briankeaney@dublincity.ie](mailto:briankeaney@dublincity.ie).

Regards,  
John O'Hara

**John O'Hara | City Planning Officer | Head of Land Use Policy |**  
**Dublin City Council, Block 4, Floor 3, Civic Offices, Dublin 8, Ireland**  
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**John O'Hara | Oifigeach Pleanála Cathrach | Ceann an Bheartais um Úsáid Talún |**  
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Smaoinigh ar an timpeallacht sula ndéanann tú an ríomhphost seo a phriontáil. Please consider the Environment before printing this mail.



**SUBMISSION BY DUBLIN CITY COUNCIL  
TO**

**AN BORD PLEANÁLA**

**CORAS IOMPAIR ÉIREANN (CIÉ) DART + WEST  
PROJECT.**

**ABP REF: 314232-22**

**28 OCTOBER 2022**



**Dublin City Council**  
Comhairle Cathrach Bhaile Átha Cliath

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# 1. Introduction

Coras Iompair Éireann (CIÉ) has applied under Section 37(3)(a) of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) to An Bord Pleanála for a Railway Order (RO) in relation to a proposed railway development consisting of the DART + WEST project (DART + WEST) together with all ancillary and consequential works to facilitate public transport.

Dublin City Council (DCC) welcome the DART + WEST, which will deliver substantially increased public transport capacity from Maynooth to Dublin's Docklands. Within the Dublin City area, DART + WEST will support the continued development of lands sustainably and will present new opportunities for the effective integration of land use and transportation. It will also facilitate integration and interchange with other existing and planned forms of public transport resulting in public transport hubs at key locations.

## 2. Scope of Report

In accordance with Section 37(3)(a) of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted), this submission sets out the views of DCC as a prescribed body, on DART + WEST and the potential effects on the environment and the proper planning and sustainable development of the area.

## 3. Description of the Proposed Development

DART + WEST has an overall length of approximately 40km. It is routed from Connolly Station/Spencer Dock Station in the city centre westwards to a new maintenance depot facility located west of Maynooth. The project will also electrify the Dunboyne Line from Clonsilla Station to M3 Parkway Station. DART + WEST will interface with DART+ SOUTH WEST along the Phoenix Park Tunnel line. It also includes the upgrade and reconfiguration of existing railway infrastructure in the city centre and a new station in the Docklands area named Spencer Dock Station, and all ancillary works, all in the Counties of Dublin, Meath and Kildare.

DART WEST + is one of 5 DART+ Projects to be delivered under the DART+ Programme. The DART+ WEST, once completed, will deliver incremental capacity improvements and ultimately the necessary longer-term capacity across the network identified in the "*Transport Strategy for the Greater Dublin Area 2016 – 2035*".

The construction of the DART+ WEST within the DCC administrative area comprises inter alia:

- Loop Line Bridge (northern side) to Glasnevin (Glasnevin Junction) on the GSWR line (largely on a viaduct) (including Cabra compound). Connolly Station to East Wall Junction (Tolka river Bridge) on the Northern Line.
- Spencer Dock Station to Phibsborough/Glasnevin (Glasnevin Junction) on MGWR line (largely in cutting).
- Phibsborough/Glasnevin (Glasnevin Junction) to Clonsilla Station (Clonsilla Junction).

The principal project components can be summarised to include:

- Signalling, Electrification and Telecommunication (SET) works.
- Construction of overhead line equipment (OHLE) along the railway.

- Structural alterations to existing rail overbridge structures.
- Modification works to existing bridge structures.
- Linear railway permanent way works.
- Closure of six existing level crossings and construction of replacement access infrastructure at Ashtown, Coolmine, Porterstown, Clonsilla and Barberstown.
- Station alterations at Connolly Station (RPS) including the provision of a new entrance at Preston Street via Connolly Station vaults (connecting to platforms 6 and 7) and associated public realm works on Preston Street.
- Construction of a new station at Spencer Dock.
- Construction of 12 substations, supporting technical buildings and electricity connections along the line.
- Construction of temporary construction compounds.
- Construction of permanent maintenance compounds.
- Off-line track realignment in the vicinity of Rail overbridge 23 (OBG23/Jackson's Bridge) and associated roadworks.
- Construction of a depot (west of Maynooth), access infrastructure including a new overbridge, roadworks and flood compensation storage areas and all drainage and ancillary works.
- Drainage works and all ancillary works.

CIÉ have responsibility for undertaking the design and planning process, seeking (and obtaining) all development consents including related compulsory acquisition approvals from An Bord Pleanála, and constructing the project (if approved). DART + WEST aims to support enhanced rail infrastructure and integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling).

This report assessed DART + WEST compliance with Dublin City Development Plan 2016-2022 (the Development Plan) policies and objectives.

## 4. Relevant Planning History

At the pre-application stage, CIÉ was assisted in sourcing relevant planning applications made close to the area of works. These planning applications are listed in the Natura Impact Statement (NIS). It is noted from the methodology outlined in the Environmental Impact Assessment Report (EIAR) Material Assets section, that high baseline ratings have been applied to properties with planning permission.

The following is a (non-exhaustive) list of significant planning applications along and adjacent to the route.

- An application for Strategic Housing Development at Holy Cross College, Clonliffe Road, Dublin 3 and Drumcondra Road Lower, Drumcondra, Dublin 9. (ABP planning reference TA29N.310860) was granted in 2021.
- An application for Strategic Housing Development at the Former 'Matts of Cabra' public house and lands to the rear, Fassaugh Avenue, Cabra, Dublin 7. (SHD0001/18) granted in 2018.
- An application for Strategic Housing Development at the Old Bakery Site, also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7 (SHD0004/21) granted in 2021.
- An application for Strategic Housing Development at No. 146A and Nos. 148-148A,



Richmond Road, Dublin 3 (SHD0032/21) Pending.

- An application for Strategic Housing Development at Rathborne Avenue, Pellets, Ashtown, Dublin 15 (SHD0016/20) was granted in 2020.
- An application for Strategic Housing Development at the Old Bakery Site, also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7 (SHD0004/21) granted in 2021.
- An application for Strategic Housing Development at Rathborne Avenue, Pelletstown, Ashtown, Dublin 15 (SHD0003/21) was granted in 2021.
- An application for LAW at Proposed Royal Canal Greenway - Sheriff Street Upper, Dublin 1 to Ashtown, Dublin 15 (DCC planning reference 2870/15). Approved in 2015.

The following is a (non-exhaustive) list of recent applications made in the general vicinity of Connolly Station. Information within these applications and also the assessments of the same may be useful. Note that the draft Dublin City Development Plan now 2022 – 2028 (draft Development Plan) includes a site brief for the Connolly Station area (SDRA chapter 13.6).

Relevant history file reference	Development type	Decision made	Decision date
ABP reference TA29N.305676	Large mixed-use development	Decision quashed after judicial review	Quashed Feb 2022
DCC ref. 3054/22	Large mixed-use development	Granted permission	July 2022
DCC Ref 3586/20	Renovation/façade treatment	Granted permission	March 2021
DCC Ref 2723/20	3 commercial blocks	Granted permission	Jan 2021

## 5. Policy Context

### 4.1 Regional Level:

#### 4.1.1 Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly 2019-2031.

The principal aim of the Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly 2019-2031 (RSES) is to support the implementation of Project Ireland 2040 by providing a long-term strategic planning and economic framework for the development of the Eastern and Midlands Region. The RSES is underpinned by three key principles: place-making; climate action; and sustainable economic opportunity and growth. Sixteen Regional Strategic Outcomes (RSOs) are set out which are broadly aligned with the (NSO) National Strategic Outcomes of the NPF. The RSES includes a more detailed Dublin Metropolitan Area Strategic Plan (MASP) which identifies strategic development and employment areas for population and employment growth, in addition to more generalised consolidation and re-intensification of infill, brownfield and underutilised lands within Dublin City and its suburbs.

The Dublin MASP sets out a list of key transport infrastructure investments in the Metropolitan Area as supported by national policy (RPO 8.7, RPO 8.8) to promote mobility management, sustainable transport use and the delivery of rail projects including the DART Expansion Programme – new infrastructure and electrification of existing lines, including the provision of

electrified services to Maynooth and M3 Parkway on the Maynooth/ Sligo Line and new stations to provide interchange with bus, LUAS and Metro network including Glasnevin and Pelletstown. Overall, the RSES supports the delivery of key sustainable transport projects including the DART Expansion programme as set out in RPO 5.2.

## **4.2 Local Level:**

### **4.2.1 Dublin City Development Plan 2016-2022**

The Dublin City Development Plan 2016-2022 (the Development Plan) recognises the need for an efficient, integrated, and coherent transport network as a critical component of the Development Plan's Core Strategy. DCC supports the improvement of public transport and cycling which will allow for higher-density development, thereby creating a more sustainable interaction between land use and transport. Chapter 8 of the Development Plan 'Movement and Transport' sets out the Council's policies and objectives which are relevant to the DART Expansion Programme.

For convenience, the most relevant policies are quoted here:

**MT2** *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 the modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport, and to co-operate with the NTA, Transport Infrastructure Ireland (TII) and other transportation agencies in progressing an integrated set of transport objectives. Initiatives contained in the government's 'Smarter Travel' document and the NTA's draft transport strategy are key elements of this approach.*

**MT3** *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 the city in association with relevant transport providers, agencies and stakeholders.*

**MT4** *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.*

**MT5** *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.*

**MT7** *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, having regard to policy GI5 and objective GIO18.*

**MT11** *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.*

**MT13** *To promote best practice mobility management and travel planning to balance car use to capacity and provide for necessary mobility via sustainable transport modes.*

**MT20** *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.*

**MT23** *To improve facilities and encourage relevant transport agencies/transport providers to provide for the needs of people with mobility impairment and/or disabilities including the elderly and parents with children.*

#### **4.2.1.1 Strategic Development and Regeneration Area (SDRA 3) Ashtown-Pelletstown**

SDRA 3 of the Development Plan sets out the key guiding principles for development as set out in the LAP. The principle of transport-oriented sustainable, mixed-use urban development is supported by the SDRA. Ashtown-Pelletstown Local Area Plan (LAP) sets out specific objectives (see below).

#### **4.2.1.2 Strategic Development and Regeneration Area (SDRA 6) (SDZ and Wider Docklands Area)**

SDRA 6 of the City Development Plan sets out the key guiding principles for development as set out in the Planning Scheme. The principle of sustainable transport and mixed-use urban development is supported by the SDRA. The Strategic Development Zone Planning Scheme for North Lotts and Grand Canal Dock sets out the statutory local context for guiding the development of this area with specific objectives (see below).

### **4.2.2 Area-Specific Plans**

This section references the following plans currently active within the area of DART + WEST.

#### **4.2.2.1 Ashtown-Pelletstown Local Area Plan**

The proposed route is located (in part) within the Ashtown-Pelletstown LAP which was adopted in 2013. The LAP was extended by resolution for a further period of five years until December 2023.

The proposed development will result in the closure of the existing level crossing and the construction of replacement access infrastructure at Ashtown. Objective MA07 of the LAP states:

**MA07** *To encourage and facilitate, in cooperation with Fingal County Council and Iarnród Éireann, the replacement of the existing manually operated rail level crossing at Ashtown Road, with a suitably designed alternative. The eventual design shall have regard to both existing and proposed developments in the immediate vicinity of the plan*

*area and provide for high-quality pedestrian and cycle facilities linking with existing and proposed pedestrian and cycle networks both within and surrounding the LAP area.*

A footbridge at Ashtown Station will maintain pedestrian and cyclist connectivity at the level crossing for both rail and road users. The proposed development is generally supported by the policies and objectives of the LAP. In relation to design, the main structure of the bridge appears to be illustrated in axonometric form only (see specific locations 'drawing 06; Ashtown'). It is appropriate that the bridge scale and design minimise visual intrusion at this sensitive location adjoining the Royal Canal. Given the visually exposed location of the bridge, one option worthy of consideration may be to hold a design competition to achieve the optimum design solution for this location.

#### **4.2.2.2 North Lotts and Grand Canal Dock Planning Scheme**

North Lotts and Grand Canal Dock Planning Scheme (the Planning Scheme) was prepared in 2014 for lands north and south of the river Liffey, east of the Royal Canal and adjoining Grand Canal Dock. The Planning Scheme will shape the future development of the lands providing guidance on issues such as building height, street layout, land use, block arrangement, housing density, public amenities and access and movement. At present, the majority of the Planning Scheme area has been built out. A building heights review conducted by DCC as the development agency and in response to ministerial guidelines on height has been the subject of a Judicial Review and a revised decision from ABP is awaited.

The following are comments concerning the relevant content of the Planning Scheme.

Relevant objectives relating to movement/transport include MV1,2, 10 and 16. Public Realm Objective PR1 is also relevant. The proposal is considered broadly compliant. Graphics that should be considered include Fig 33 which illustrates the planned local streets and spaces in the area, and also Fig 35 'Development Code for City Blocks' which illustrates the network of new local streets and spaces. The latter clearly illustrates the front of the station civic/public space and its relationship with the adjoining space to the south of the Luas line. The proposal includes such a public space between the station entrance/exit and the existing Luas line.

It is also important to note that a Public Realm Masterplan is available for the planning scheme/SDZ area. Whilst non-statutory, this encourages a consistent approach to the treatment of the public realm regarding materials and structures within the public realm. The masterplan is available at <http://www.dublindocklands.ie/planning/docklands-sdz/sdz-scheme/public-realm-masterplan>. I note in particular details provided for Station Park which may be relevant to the proposed plaza area at the Docklands station entrance. A related implementation guide is also available at the same web address.

##### **4.2.2.2.1 New rail station at Spencer Dock**

There is provision for a rail station within City Block 2. In relation to the design submitted, proposed retail areas adjoining the main entrance to the station on the ground and first floor levels would accord with requirements for City Block 2 and help activate the space between the station and the Luas line.

There is however a need to minimise impacts on adjoining residential amenities during construction works including bridge construction and related works at Sheriff Street. The location of the planned permanent compound is noted. There is a need to ensure the

minimization of negative impacts on the amenities of this busy area.

P46 of the CIÉ planning report refers to the reservation for Dart Underground as set out on p 183 of the Planning Scheme and the fact that no permanent structures should be built over Blocks 2A and 2C until a position of the DART Underground has been confirmed. Any future oversite development must incorporate smoke ventilation and air intake requirements into their design.

Objective MV16 of the Planning Scheme relates to the need to maintain the Dart underground reservation free from permanent structures until the DART underground is constructed. In this regard, the CIÉ planning report emphasizes that the construction of Blocks 2A and 2C as per the Planning Scheme is compatible with the station layout. CIÉ planning report (page 50) provides a schematic which demonstrates compliance. Reference is made in Planning Scheme (page 183) to DART Underground and the reservation associated with the same (as also set out in Appendix 7). It is now understood from the material submitted, including the policy positions in the NPF and NDP, that the focus has shifted towards non-underground tunnel elements, resulting in the DART+ programme that's now being progressed.

#### **4.2.2.3 Phibsborough Local Environmental Improvements Plan**

The proposed route is located (in part) within the Phibsborough Local Environmental Improvements Plan 2017-2022 (the LEIP). The LEIP was adopted in 2017 as an objective of the draft Dublin City Development Plan 2016-2022 and has a primary focus on the public realm, with objectives for improvements along the Royal Canal, close to the rail line.

#### **4.2.3 The Draft Dublin City Development Plan 2022-2028 – Relevant Policies**

The draft City Development Plan, will come into effect on 14<sup>th</sup> December 2022. The Plan sets out the policy context for the next six years to 2028 and will be the plan in place at the time of the decision. A significant number of policies have relevance for the delivery of transport infrastructure in the city.

***SC1 Consolidation of the Inner City:** To consolidate and enhance the inner city, promote compact growth and maximise opportunities provided by existing and proposed public transport by linking the critical mass of existing and emerging communities such as Docklands, Heuston Quarter, Grangegorman, Stoneybatter, Smithfield, the Liberties and the North East Inner City with each other, and to other regeneration areas.*

***SC8 Development of the Inner Suburbs:** To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport infrastructure.*

***QHSN10 15 Minute City:** To promote the concept of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well-designed, safe and inclusive public spaces served by local services, amenities and sustainable modes of transport.*

***CEE12 Transition to a Low Carbon, Climate Resilient City Economy:** To support the*



*transition to a low carbon, climate resilient city economy, as part of, and in tandem with, increased climate action mitigation and adaptation measures.*

**SMT1** *Modal Shift and Compact Growth: To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.*

**SMT3** *Integrated Transport Network: To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of an integrated transport network that services the needs of communities and businesses of Dublin City and the region.*

**SMT4** *Integration of Public Transport Services and Development: To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high-quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high-quality urban places.*

**SMT8** *Public Realm Enhancements: To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council's Public Realm Strategy ('Your City – Your Space'), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area.*

**SMT11** *Pedestrians and Public Realm: To enhance the attractiveness and liveability of the City through the continued reallocation of space to pedestrians and public realm.*

**SMT13** *City Centre Road Space: To manage City Centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, LUAS and Metrolink and with the existing and proposed bus network.*

**SMT18** *Integration of Active Travel with Public Transport: To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.*

**SMT20** *Key Sustainable Transport Projects: To support the delivery of key sustainable transport projects including Metrolink, Bus Connects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region.*

In addition to the above, a series of Strategic Development and Regeneration Areas (or 'SDRA') are set out, and these include guiding principles for various specific sites which are identified as 'key opportunity sites' and shown in the relevant SDRA map set in the main text.

#### 4.2.3.1 Strategic Development and Regeneration Area (SDRA) 6 Docklands

SDRA 6 Docklands of the draft Development Plan provides the overarching framework and guiding principles for the area's sustainable development. In general terms, SDRA 6 relates to Docklands and includes, *inter alia*, a site brief for the Connolly Station area (Site 1). Sites 1-5 inclusive are all relevant. The designation of a large open space on the site of the intended compound located just north of Sheriff Street (beside the existing station) is noted.

#### 4.2.3.2 Strategic Development and Regeneration Area (SDRA) 10 North East Inner City

Also relevant is SDRA 10 for the Northeast Inner City (NEIC) which relates to lands near, and west of Connolly Station. The content of these SDRAs should be considered concerning the proposed works.

Relevant SDRAs and associated opportunity site reference numbers for site briefs are set out below with the relevant reference number in the RO drawings.

Reference no. from Railway Order drawing  (i.e., illustrated with schedule Ref number within yellow oblong shape)	Relevant SDRA Reference in Draft Dev Plan	Area in question
1.2	Sites 1, 4 and 5 of SDRA 6	Connolly Station environs
1.6	Public open space and Site 3 of SDRA 6	Shamrock place general area.
2.4, 2.10, 2.11	Illustrated large open space designation in SDRA 6. Note also the connectivity proposed in the Development Plan and the relationship with nearby opportunity sites.	Large compound area in the vicinity of existing rail station on Sheriff St.
2.10	Site 4 and nearby potential bridge location.	Ossory Industrial estate.  (Note that Site 5, Coady's yard may also be relevant given its proximity)

## 6. Departmental Reports

The following DCC Departments/Divisions have submitted material concerning the RO:

- Environment and Transportation Department (including Traffic Division, Public Lighting Division, Environmental Protection Division and Roads and Planning Division).
- Air and Noise Pollution Unit.
- Archaeology Division.
- Conservation & Heritage Division.

- City Architects.
- Property Division/City Valuers.

DCC submission has been informed by these responses. Appendix A contains a list of recommended conditions from the DCC Departments/Divisions.

## **7. Assessment:**

### **7.1 Planning Policy**

In terms of Regional Policy, as set out in Section 2.2.1, DART + WEST is supported by the RSES. The DART+ Programme (of which DART + WEST is a part) is identified in the RSES as a key infrastructure project which will support the regional growth strategy for the EMRA region and the Dublin MASP area. DART + WEST will contribute to and support continued improved integration of transport with land use planning and the delivery of improved high-capacity rail transport will enable and support the delivery of both residential and economic development opportunities, facilitating the sustainable growth of Dublin City and its metropolitan area. The RSES not only seeks an improved and enhanced rail network but also places cycling at the core of its transport objectives.

At the local planning level, the Development Plan sets out policies and objectives required to achieve its Core Strategy. DART + WEST has been considered in the context of the Core Strategy Development Plan policies in particular the dual aspirations of delivering necessary transport infrastructure to facilitate compact growth while also protecting environmentally sensitive sites.

### **7.2 Environmental Impact Assessment Report (EIAR)**

A comprehensive Environmental Impact Statement Report (EIAR) is provided with the RO documents. The EIAR examines DART + WEST under all relevant impacts and finds generally that the project would not adversely impact existing environmental amenities.

### **7.3 Natura Impact Statement**

The Habitats Directive and Birds Directive list habitats and species which are considered to be important and in need of protection. Sites designated for wild birds are termed Special Protection Areas (SPAs) and sites designated for natural habitat types or other species are termed Special Areas of Conservation (SACs). The network of European sites is referred to as Natura 2000.

The Natura Impact Statement (NIS) identifies the following SPA and SAC designated areas in the vicinity of the proposed development, stating that six European sites are situated within or immediately adjacent to the likely zone of impact of the proposed development, these sites are:

- |  |                  |
|--|------------------|
| • Rye Water/ Carton SAC                      | 0.4km distance.  |
| • South Dublin Bay & River Tolka Estuary SPA | 0.75km distance. |
| • North Bull Island SPA                      | 3.5km distance.  |
| • North Dublin Bay SAC                       | 3.5km distance.  |



- Malahide Estuary SAC 7.0 km distance.
- Malahide Estuary SPA 7.0 km distance.

The South Dublin Bay SAC occurs adjacent to the likely zone of impact. The South Dublin Bay SAC is not considered to be connected to the proposed development as the Great South Wall forms an effective barrier against any potential effects on the integrity of this site.

DCC considers that the submitted NIS is generally satisfactory in terms of identifying the relevant Natura 2000 sites and the potential adverse impacts on the integrity of their conservation objectives. There is considered to be sufficient distance from the intended route of the DART + WEST corridor to SAC and SPA sites, and the avoidance, design requirements and mitigation measures set out in the NIS to ensure that any impacts on the conservation objectives of European Sites will be avoided during the construction and operation of the DART + WEST.

The NIS objectively concludes that DART + WEST will not adversely affect (either directly or indirectly) the integrity of any European Site, either alone or in combination with other plans or projects.

## 7.4 Zoning

The application boundary that incorporates the proposed scheme includes lands within the following zoning objectives; Z1 (Residential), Z3 (Neighbourhood Centres), Z4 (District Centres), Z5 (City Centre), Z6 (Employment/Enterprise Zones), Z8 Georgian Conservation Areas, Z9 (Open Space), Z10 Inner Suburban and Inner City Sustainable Mixed Uses, Z12 (Institutional Land with Development Potential), Z14 (Strategic Development and Regeneration Areas) and Z15 (Institutional and Community). The proposed scheme for the most part will comprise lands within the existing public road and pedestrian area where there is no specific zoning objective.

Appendix 21 of the Development Plan defines a 'Public Service Installation' as follows:

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

As defined above, the secondary elements/structures associated with DART + WEST fall within the definition of public service installation. Overall, it is considered that DART + WEST would be compatible and consistent with the zoning objectives for the area.

## 7.5 Impact on amenity

DCC is satisfied that, subject to appropriate amenity safeguards, and the application of appropriate conditions, the elements of the proposed development which fall within the DCC boundary would not have any excessive or undue impact on the amenities of the area. DCC considers that whilst there will be a degree of disruption during the construction phase, there is unlikely to be an adverse impact on amenities provided appropriate amenity safeguards are

in place.

## **7.6 Strategic Planning**

DCC is obligated to consider DART + WEST in the context of the vision and range of policies set out in the Development Plan to safeguard the city as a place in which to live, work, visit and do business.

DCC is generally supportive of the improvements to rail infrastructure proposed in the overall context of encouraging a shift to sustainable mobility. In this regard, the proposed scheme generally aligns with the policies expressed in both the Development Plan and the draft Development Plan.

Such improvements in rail infrastructure are supported by the high-level policies in place.

## **7.7 Environment and Transportation**

### **7.7.1 General Comments**

The Environment & Transportation Department (E & T) has proactively engaged with CIÉ at the pre-planning stage. Notwithstanding, the comments on the RO application welcome further opportunities to engage with CIÉ at the detailed design and construction stage.

### **7.7.2 Development Over Stations**

There is a very strong policy impetus for optimising the potential for the integration of land use and transportation at some of the station sites and to bring about “Transit Oriented Development” (TOD). While not applying for this development as part of the RO application, it is recommended that CIÉ should collaborate closely with DCC and TII (where appropriate) to ensure that the design of stations and the surrounding public realm has taken cognisance of the potential future development above. Stations should be future-proofed structurally so that the delivery of the stations will not preclude future high-quality development on the sites. In this regard, DCC welcomes the provision of a new station at Spencer Dock and the potential this provides for TOD and the further intensification of the Docklands area. Glasnevin Station also presents an important opportunity to integrate land use and transportation at what will become a major public transport interchange hub.

### **7.7.3 Interaction with Other Infrastructure Projects**

The DART + WEST proposal is being brought forward at a time when other strategic transport infrastructure projects are at the design or application stage. There are locations where projects overlap and will be required to take cognisance of one another e.g., DART Expansion projects including DART + WEST, MetroLink and Bus Connects. Serious consideration must be given to how timelines and phasing at the implementation stage will be planned and managed where projects interact. Regard should also be had to major planned infrastructure projects such as DART Underground and DART+ WEST should not preclude the delivery of this project.

At interchange hubs, direct connectivity should be provided where possible between different modes, particularly between DART, MetroLink and mainline stations. Interchange should

occur within the stations as opposed to requiring passengers to exit and re-enter stations.

New/upgraded bridges and infrastructure must be not seen in isolation for this project alone but are futureproofed through design to consider other strategic public transport improvements planned such as Luas extensions and Metrolink. In this regard, An Bord Pleanála should have regard to the planned new pedestrian/cycling bridge across the Liffey in the Docklands area at Forbes Street (as set out in the relevant planning scheme). DART + WEST should not preclude the delivery of either project.

#### **7.7.4 Interaction with Private Developments**

Where there is a direct interaction between DART + WEST and development lands and development sites, direct connectivity where possible should be provided between stations and high-density developments such as the Connolly and Spencer Dock stations.

In addition, there is a need to identify and liaise with development sites subject to a planning application or extant planning permissions that may be located adjacent to the proposed works. The cumulative impacts, particularly relating to construction traffic, will need to be assessed in the context of wider construction activity in the vicinity and appropriate Construction Management Plans put in place.

#### **7.7.5 Pedestrian and Cyclist Infrastructure**

High-quality connections and environments for pedestrians and cyclists to and around stations are an important consideration. Public realm improvements, including greening and public lighting, should be considered in line with street/bridge works where possible.

DCC is supportive of improvements to the infrastructure necessary to support sustainable and active travel, including new and/or improved footpaths and cycle lanes. In improving the network, best practices must be implemented, particularly concerning bridge design, as any planned bridges, once built, may not be easily modified or widened in the future.

At each location where the existing roads are being impacted by the works, provision must be made to ensure that the GDA Cycle network can be accommodated, and all road bridges should be designed to provide the necessary width required. In addition, where either the overpass or underpass of the railway line is currently sub-standard in width resulting in sub-optimal pedestrian and cycling provisions this project must take the opportunity to rectify this situation.

The provision of cycle parking should be included as part of DART + WEST. Where joint DART and MetroLink works are proposed and at interchange hubs, consideration should be given to an aligned strategy for cycle parking provision.

#### **7.7.6 Construction and Traffic Management**

Construction, particularly in urban built-up areas, will likely be complex and will have to be managed in close collaboration with DCC. The cumulative impacts of construction traffic and proposed traffic management measures will have to be addressed in a Strategic Citywide Traffic Plan. This should include the cumulative impact of several works being undertaken simultaneously as well as adjacent development construction impacts. Continual liaison through regular meetings will be required between DCC, CIÉ and appointed contractors.

### **7.7.7 Public Lighting**

Concerning the provision of Public Lighting as part of DART + WEST, it is recommended that careful consideration be given during the detailed design process to all the various elements including the required light level design (that must comply with EN13201 and DCC's General Specification for public Lighting), the public lighting electrical infrastructure (that must comply with IS 10101) along with other relevant EN certification. Particular attention should be paid to the lighting around station areas, i.e., the public realm areas, and the lighting on bridges (as well as lighting on the approaches to bridges) and a holistic approach is taken to the provision of high-quality lighting.

In addition, there may be a requirement for the survey and handover of all items on the public roads that are impacted by the DART + WEST improvements. These would include the public lighting infrastructure and all associated items, careful consideration of conflict between existing and proposed trees and lighting and their potential impact on lighting levels.

It must be noted that special consideration must be given to any scheme where the public lighting is mounted on ESB Networks Infrastructure. Public lighting works may only be carried out on streetlights mounted on ESB Networks per '*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.

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.

### **7.7.8 Process and Structures for Continual Liaison**

DCC acknowledges the complexities involved in the implementation of DART + WEST whose success will require close ongoing collaboration between CIÉ and DCC. It is recommended that a CIÉ/DCC Project Liaison Office with multi-disciplinary input be established. Continual ongoing engagement will be required regarding construction traffic management, licenses, agreements and other matters etc.

## **7.8 Air and Noise Pollution**

### **7.8.1 Noise Control and Air Quality Control - Demolition and Construction Phase**

The works must be carried out having regard to a Construction Management Plan. 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 DCC Planning Department before work commences.

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

Once built Irish Rail is legally authorised to use the line under Transport Act legislation so this Unit has no comments to control noise and air pollution post-development phase.

## 7.9 Archaeology

### 7.9.1 Statutory Protection

The proposed DART + WEST route is partially within the Zone of Archaeological Constraint for the Recorded Monument DU018-020 (Dublin City), which is listed on the Record of Monuments and Places (RMP) and is subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994. The route in question is similarly partially located within the Zone of Archaeological Interest in the Development Plan. In both cases, the route extends into DU018-020 in the environs of the Customs House and Loopline Bridge.

At Spencer Dock, development associated with DART + WEST will likely impact previously unrecorded subsurface archaeological deposits. This is particularly relevant where work is proposed close to the River Liffey, such as the proposed new DART Station at Spencer Dock. Spencer Dock is located within the flood plains of the River Liffey, to the east of Amiens Street, which was known as 'the Strand' before the 18th century. The archaeological potential of this area relates to the River Liffey and the estuarine levels beneath reclaimed land. Developments in marine, lacustrine and riverine environments have the potential to impact known or potential underwater cultural heritage, including shipwrecks. Features of archaeological importance may survive in areas of reclaimed lands, such as jetties, quay structures, tidal mills and fish traps. This potential was illustrated in 2004 by the discovery of Mesolithic fish traps (c. 6000BC) during development at Spencer Dock (McQuade, Licence Ref: 06E0668). The fish trap was found at a level of -5mOD. The find spot was approximately 200m to the southwest of the proposed DART station. By the 18<sup>th</sup> century, the reclaimed area had been laid out in plots for potential development which in common with the majority of the north and south quays area was industrial in nature. Evidence for this post-medieval land reclamation may survive at the subsurface level, sealed by of 18<sup>th</sup> – 19<sup>th</sup> century and industrial-built heritage features associated with the North Wall Extension Line. This type of evidence has been identified in previous excavations in the Spencer Dock area, (License Refs: 06E0668; 07E0167; 06E0682). Unknown archaeology may thus be impacted by the proposed new Dart Station at Spencer Dock.

### 7.9.2 EIAR and Mitigation

The documentation submitted has been reviewed by the Archaeology Section. This includes Chapter 20 of the submitted EIAR (dated July 2022), titled "*Archaeology and Cultural Heritage*", which concerns the potential archaeological impact of the proposed route. This presents a desktop analysis of all appropriate guidance documents and sources. Within DCC administrative area, a study area of 100 metres on either side of the redline boundary of the proposed development was used for the assessment of the archaeological and cultural heritage baseline. It identifies the route as being within the recorded monument DU018-020 (Historic City), as well as including the location of a second recorded monument DU018-020501 (Mill – unclassified), both in the environs of the Customs House.

A total of 40 previously unrecorded sites and structures of cultural heritage merit are listed in the EIAR based on the study of historical cartographic sources of the DCC administrative area. Fifty sites within the study area of this proposed development are also listed on the non-statutory DCC Industrial Heritage Record, with eight of these sites occurring within the proposed red-line boundary.

Section 20.5 of the EIAR describes the potential archaeological impacts during the



construction phase of the proposed development. These comprise:

- Ground disturbance.
- Total or partial demolition, temporary removal, storage, relocation to a new location if possible or reinstatement in the original location, rebuilding, repair and rehabilitation of upstanding archaeology and cultural heritage sites/features.

Ground disturbance impacts on archaeology and cultural heritage sites will be permanent and negative and may occur as a result of the following:

- Ground preparation for construction including vegetation removal and topsoil stripping.
- Demolition of existing structures.
- Construction of foundation for electrification structures.
- Track lowering (ranging from 0.3-0.6 m depending on the sections).
- Bridge reconstructions.
- The diversion, realignment and widening of roads and junctions, and/or the provision of temporary alternative routes.
- The diversion and realignment of public rights of way and private accesses, and/or the provision of temporary alternative routes.
- The diversion and realignment of sections of existing watercourses and utilities. • Reconfiguration of kerb lines and roads.
- Utility diversions.
- Construction of compounds.
- Construction of depot site.
- Installation of hoarding.
- Construction of substations.

The EIAR states that there may be potential archaeological impact at the following locations within the DCC area:

- Reclaimed land potentially sealing prehistoric archaeological remains along the former foreshore of the River Liffey at the southern end of the proposed development: High impact resulting from excavations within Connolly Station vaults and excavations associated with the construction of Spencer Dock Station and all associated infrastructure and utilities.
- Site of North Wall Station: Very high direct impact resulting from the construction of Spencer Dock Station and all associated utilities and infrastructure.
- Clareville Court: Very high direct impact resulting from the construction of the Glasnevin substation and associated compound and all associated utilities and infrastructure.
- Broom-bridge Road: Very high direct impact resulting from the construction of Reilly's SET compound and all associated utilities and infrastructure.
- Martin Savage Park: High direct impact resulting from the construction of the Ashtown substation and associated compound and all associated utilities and infrastructure.

Mitigation measures, as discussed in Section 20.6, will seek to preserve in situ (in the first instance) any archaeological or cultural heritage assets that may be impacted by the proposed development. Where this is not possible a range of mitigation measures will be implemented in advance of, and during construction, which will reduce all impacts.

Mitigation measures that will be undertaken before and during the construction phase include:

- Additional geophysical surveys.
- Archaeological test excavations.
- Archaeological waste assessments.
- Preservation by record (Archaeological excavation).
- Archaeological monitoring.

In all the areas where a potential archaeological impact has been noted (listed above) the following mitigation is recommended in the EIAR:

- Archaeological monitoring is to be carried out during construction. Should archaeological remains be confirmed, further archaeological mitigation such as preservation in situ or full archaeological preservation by record (excavation) will be required.

### **7.9.3 Conclusion on Archaeology**

The submitted EIAR has demonstrated that the groundworks associated with the proposed Dart + West route may impact archaeological features, both within the Recorded Monument DU018-020 (Historic City) and elsewhere. Although the route overall is not subject to overt statutory protection under Section 12 of the National Monuments (Amendment) Act 1994, the experience of other urban rail projects (especially LUAS) demonstrates that there is highly likely to be an impact on unrecorded archaeology in the Dublin City area as well as upstanding industrial heritage features listed on the DCIHR.

The DCC Archaeology Section concurs with the proposed archaeological mitigation outlined in the EIAR and notes a preference for the policy of preservation in situ as outlined in Section 3.4 of the Framework and Principles for the Protection of the Archaeological Heritage (1999 see <https://www.archaeology.ie/sites/default/files/media/publications/framework-and-principles-for-protection-of-archaeological-heritage.pdf>).

It is noted that unlike other strategic infrastructure development agencies such as TII, CIE does not have a Code of Practice for Archaeology with the Department (see <https://www.archaeology.ie/sites/default/files/media/publications/code-of-practice-agreed-between-tii-ahrrga-eng-1.pdf>). The appointment of a Project Archaeologist is strongly recommended to ensure the successful delivery of the EIAR recommendations.

## **7.10 Conservation**

### **7.10.1 Conservation Context**

Heritage assets such as Protected Structures, buildings identified on the NIAH, buildings identified on the DCIHR, Architectural Conservation Areas (ACA's) and Conservation Areas that are affected by the construction of DART + WEST should be identified and denoted on all drawings and should be listed/described within the HIAR.

## **7.10.2 Proposed Works**

### **7.10.2.1 General Linear Works – Built Heritage Impacts**

CIÉ is requested to engage with DDC Conservation Section to ensure that project impacts are continuously monitored by the design team in such a way as to inform the design and mitigate against any adverse impacts on architectural heritage during rather than after the design process.

### **7.10.2.2 City Centre Enhancements (Spencer Dock Station) - Built Heritage Impacts**

**Bridge at Sherriff Street:** The proposed new station at Sheriff Street will require the removal of four / five spans of the viaduct (different numbers are provided in the technical report). This bridge dates to c.1870 and is of note due to the use of vitrified brick in its construction, which is unusual within the large stone construction used for railway structures in the city. P.80 of the Technical Report notes that the spans will be replaced with structural elements of similar appearance, in a span configuration to suit the design of the proposed station.

This is of concern. All new interventions in historic fabric should be carefully considered to respect the historic structure, potentially reusing the historic brick of the removed piers. It is not clear if the parapet is to be raised as part of the works. Further information/clarity is required.

Please note that the raising of the parapet is of concern from a conservation standpoint as it would have a significant impact on the architectural character of the bridge and further clarity is required by IE. We recommend that the design and detail of any proposed alteration to the bridge be agreed upon with the Conservation Section of DCC in advance.

**Water Tower:** The impact of the proposed station on NIAH site 50120624 (water tower) is not clear. This site appears to have been omitted from the Cultural Heritage Constraints map, though it has been assigned a Regional rating by the NIAH. The route of the new railway appears to run across the site of the water tower. In addition, a historic signal box (Church Road) may also be lost. This signal box retains noteworthy historic signalling equipment, with the North Wall possibly being one of the earliest railway lines in Ireland to use block signalling therefore this structure is particularly noteworthy. The loss of this element of Dockland's railway heritage is concerning. Further information/clarity is required, and mitigation measures are provided.

### **7.10.2.3 City Centre Enhancements (Connolly Station) - Built Heritage Impacts**

Minimal information regarding the proposed entrance and associated infrastructure to the undercroft arches has been submitted. The drawings/images provided are not sufficiently detailed to display the extent of the historic fabric impacted. Detailed plans, elevations and sections of the existing structure and the proposed interventions are required to fully assess the impact of the works. This should also be accompanied by a detailed photographic record of the impacted areas. The impacts of the proposal should be clearly described within the HIAR.

### **7.10.2.4 Trackwork at Connolly Station - Built Heritage Impacts**

Minimal information regarding the proposed adjustments to the track alignment has been



submitted. From the information submitted, it is not possible to identify what impact this proposed element of the work will have on the built heritage of Connolly Station. Full details including detailed plans, elevations and sections of the existing track and the proposed track alignment adjustments and additional crossovers concerning the historic infrastructure of the station are required to fully assess the impact of the works. This should also be accompanied by a detailed photographic record of the impacted areas. The impacts of the proposal should be clearly described within the HIAR.



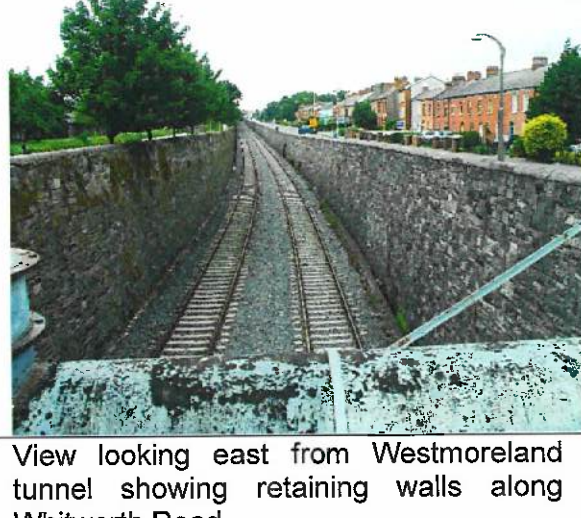
#### **7.10.2.5 City Centre to Phibsborough / Glasnevin – Built Heritage Impacts**

It is proposed to alter the parapets to several bridges along the route. The technical report (p.91) notes that only selected bridges are of historic interest. This is contrary to the understanding of the Conservation Section of DCC as many of these structures have been identified by both the NIAH and recorded on the DCIHR. A full inventory of the bridges should be carried out, including all bridges recorded by the NIAH and the DCIHR.

In addition, existing, fabric removal and proposed drawings of the bridges must be provided, showing the extent of fabric removal/alteration.

- It is noted that several bridges have replacement parapets and decks. However, others such as Binn's Bridge retain their historic parapets and coping.
- Cognisance must be taken of the proximity of historic canal bridges to railway bridges as raising the parapets of the railway bridges will have a significant and injurious visual impact on the adjoining canal bridges. While some of the canal bridges have been recorded by the NIAH, all of them have been recorded under the DCIHR.
- Similarly, the heights of several historic walls along the railway line are listed for raising. All interventions to historic walls such as along significant amenity areas, for example along the Royal Canal, must be carefully considered to ensure their impact on these historic structures is minimised. It is concerning that there is potential for significant areas of dressed stone coping to be lost. It should be noted that the raising of the heights of the walls is of concern from a conservation standpoint as it would have a significant impact on the architectural character of the walls along the railway and further clarity is required by IE. We recommend that the design and detail of any proposed alteration to the walls be agreed upon with the Conservation Section of DCC in advance.
- These proposals will also affect the public realm in these locations and the aesthetic character of the impacted streetscapes. Of particular concern is the impact on the railway and canal landscape along Whitworth Road where the visual link between the streetscape and this landscape will be significantly compromised.
- The proposed lowering of the track beneath several historic bridges, and any proposed underpinning works, must be fully agreed upon with the conservation architect, possibly with the input of a conservation engineer. These works should also be supervised by a conservation professional. It is also recommended that historic construction methods of the bridges at the foundation level be recorded during the works. Of particular concern is the tunnel at Cross Guns (Westmoreland) Bridge and the short tunnel to the west of this concerning the impact of lowering the track.
- The impact of track lowering on the historic stone retaining walls along the railways and associated underpinning is to be designed to minimise the impact on these historic elements.
- Areas of track alignment modifications are located near the east bank of the Royal Canal. Any interventions at ground level here need to consider potential negative impacts on the historic canal bank, including whether there is potential for the water tightness of the

canal to be compromised through impacts on the ground surface in such proximity to it. The canal is a manmade feature, which was lined with puddle clay to make it watertight. This was a light loam or clay mixed with water, the principal of which was to impregnate the earth or clay so that it could hold no more water. The puddle was prepared by finely chopping loam, preferably mixed with coarse sand or gravel with a spade and mixing it with water to a semi-plastic state. It was then applied in layers. Therefore, where any excavations are happening near the bank, there is a potential for these historic layers to be compromised.

	
<p>Binn's Rail Bridge – note the historic parapet and retaining walls</p>	<p>Westmoreland tunnel from the west – note the lack of parapet and the stone retaining walls flanking the railway</p>
	
<p>View looking east from Westmoreland tunnel showing retaining walls along Whitworth Road</p>	<p>View looking west from Clonliffe Bridge showing the proximity of canal and railway</p>

#### 7.10.2.6 Phibsborough / Glasnevin Junction to Clonsilla Junction - Built Heritage Impacts

The proposed intervention to the Broombridge railway bridge is significant and is of serious concern to the Conservation Section of DCC. This structure has been assigned a National rating by the NIAH, with the record including both the canal and railway bridges. The canal

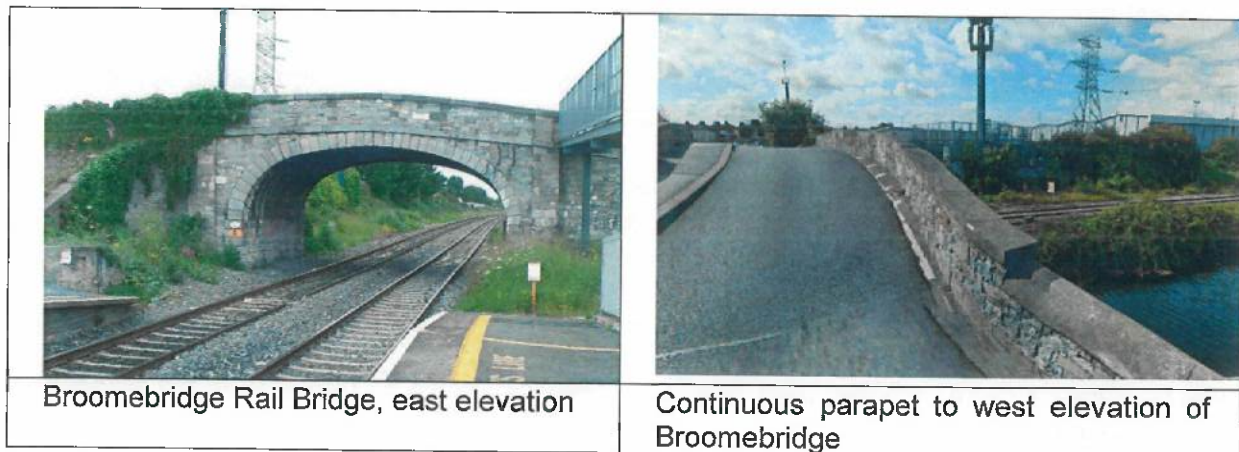


bridge, Broome Bridge, is a Protected Structure.

- The proposed dismantling and rebuilding of the bridge to lift the bridge deck by 450mm will irreversibly and significantly materially alter the appearance of the bridge and will have a significant impact on the adjoining canal bridge. This is particularly relevant as the parapets of the rail bridge were constructed to be continuous with the canal bridge. The current pedestrian access ramp to Broombridge station breaks the parapet on the east side, however, the west elevation is a continuous wall. The drawings included with the consultation documents only show this elevation and not the west elevation.

It should be noted that the alteration of the bridge is of concern from a conservation standpoint as it would have a significant impact on the architectural character of the bridge and further clarity is required by IE. We recommend that the design and detail of any proposed alteration to the bridge be agreed upon with the Conservation Section of DCC in advance.

- In addition, the incline of the deck of the canal bridge and that of the rail bridge are closely aligned. The change of one will significantly impact the other.
- The documentation does not provide any information on the reuse of the existing dressed stone, particularly the arch voussoirs and the stringcourse to each elevation. Additionally, the construction of the barrel to the bridge is of dressed stone, adding to the structure's architectural significance.
- The report notes that there are pre-existing flooding issues in the vicinity of this bridge, and the proximity of the existing Broombridge train station platforms curtails the scope for the application of a track-lowering solution at this location. However, an intervention is proposed at the new Sheriff Street station to offset the risk of flooding. (p.87 of the Technical Report) The taking down and rebuilding of this historic structure needs further investigation and a more sensitive solution identified.



#### 6.10.2.7 Ashtown Station

Though the majority of the proposed interventions around Ashtown are outside DCC's boundary, some of the proposed interventions will have a significant and detrimental visual impact on the Royal Canal as it approaches Ashtown. The canal bridge at Ashtown is a Protected Structure under the Development Plan (RPS 907). The proposal to remove the direct link to the canal at this point and the construction of a fence at the southern side of the

bridge will have a significant and seriously injurious impact on permeability between the amenities of Phoenix Park and the Royal Canal.

The proposed pedestrian bridge will ameliorate this impact on pedestrians, however, the loss of the direct connection at ground level is concerning. The proposal will significantly impact the historic setting of the canal, its bridge, lock and surviving lock house. The new proposed pedestrian bridge and lifts to the Station, replacing the existing footbridge, are significant in height and will be highly visible from the canal towpath. The full scale of this is difficult to assess as views from the canal of the proposed interventions have not been provided. To fully understand the impact of the re-routing of the existing road and the associated closure of the existing railway crossing, documentation demonstrating the impact of the interventions from the north, northeast and east Ashtown Station is required.

## **7.11 City Architects**

### **7.11.1 General Linear Works:**

**Cycle parking provision** should be as set out in the NTA National Cycle Manual for Public Transport Pick-up Points, any proposed shortfall should be justified. The Proposal needs to demonstrate future-proofing for how additional cycle parking capacity can be delivered should usage increase. Universally accessible cycle spaces and cargo cycle spaces should also be provided.

**Conservation:** details of the treatment of parapets and the project design at the structures of heritage importance and across the project are required.

### **7.11.2 City Centre Enhancements - Connolly Station:**

**Heritage fabric:** Preston Street contains several protected structures and historic setts; the proposal needs to be sensitive to this historic context and retain heritage fabric.

**Greening:** a detailed study of basements should be undertaken to determine an appropriate scale of planting and root extents to avoid impact on protected structures.

**Materials:** the paving and street furniture materials need to be consistent with the DCC palette of materials and the agreement reached on responsibility for maintenance within the public realm area.

**Shared space:** we are generally supportive of the vision for regenerating Preston Street; it appears that it is proposed to be a shared space with pedestrians and cyclists sharing a 2-way carriageway with vehicles, best practice guidelines should be followed on the proposed shared space.

**Cycle parking:** the proposal is to install substantially fewer cycle parking spaces than required under NTA guidance due to current low usage. This is unsatisfactory, as a minimum the locations for the future provision of cycle parking should be clearly outlined in the proposal as well as their temporary use (what these spaces will be used for until cycle parking is installed).

### **7.11.3 City Centre Enhancements - Spencer Dock Station:**

**Masterplan:** the public realm proposal for Spencer Dock Station should be fully coordinated

and aligned with the '*Public Realm Masterplan for the North Lotts and Grand Canal Dock SDZ Planning Scheme 2014*' to ensure consistency of materials, finishes, street furniture and lighting and to deliver of a high-quality coherent public realm throughout the Masterplan area.

**Redline boundary:** the scheme needs to be clarified and an agreement reached on responsibility for maintenance within the public realm area.

**Cycle Parking:** the layout of the cycle parking should be reviewed; it should not obstruct pedestrian movement/desired lines through the space.

**Over Site Development,** the proposal effectively sterilises a 9m deep strip above the station facing onto the square. This proposal greatly reduces the planning potential of a site in the prime developable area of the city, and this may result in negative feedback on the overall scheme. It would be preferable to see a coordinated proposal whereby the station includes a structure to support OSD above and is integrated into a development that maximises the potential of this site. (There are several international precedents of such developments, for example, Southwark OSD in London). If Iarnród Éireann is restricted from making provisions for proper OSD, reasons should be set out in any application.

#### 7.11.4 Ashtown Level Crossing Closure

Comments related to impacts on DCC lands (east of Ashtown Road):

**Lifts:** the proposed accessible ramp is approximately 387m long in total. This is an excessive distance to travel for people with reduced mobility that may not be able to use the steps and may isolate them from the community on the opposite side of the rail line/canal. In addition to steps and ramps, lifts should also be provided to ensure community connectivity. To address concerns about lifts being out of service, 2 lifts on both sides of the rail line should be considered.

**Bridge/ramp;** as the new bridge/ramp structure is a large element, it needs to be made as attractive as possible. A comprehensive design proposal for this structure needs to be developed and should include rest areas with seating, greening, integrated lighting, viewing points, opportunities for play for children and young people should be provided. This approach together with high-quality materials could deliver a positive public realm intervention. The spaces underneath the structure also require careful consideration to avoid anti-social behaviour and contribute positively to a high-quality amenity element.

**Cycle lane:** A safe route for cyclists is required and any transition to/from cycle lanes needs to be fully designed.

**Cycle parking:** one of the proposed locations for a portion of the 37 additional cycle parking spaces is on an existing landscaped area on the north side of the canal, this is a concern as it could potentially reduce the quality of the public realm in that area. It is also a substantial distance from the platforms. It is suggested that a large portion of the new cycle stands be located south of the canal and near the station entrance to maximise usage.

#### 7.11.5 Property Division/City Valuers

The City Valuer's office was consulted concerning property matters associated with the proposed works. Whilst there was no objection raised to the principles of the proposal, 4

conditions have been recommended to the Board. Broadly speaking, these conditions clarify the position concerning land title, acquisitions and compensation, and these specific conditions have been added to the appendix below.

## 8. Conclusion

DCC supports and welcomes DART + WEST as it will help deliver on several key policies and objectives of the Development Plan many of which are also reflected in the draft Development Plan. The development of the DART + WEST will provide an upgraded rail network and quality of service together with improved cycling and pedestrian access. These improvements will make it easier for people to access and use not only the western rail route but also the broader public transport network for the city and region. In turn, this will effectively promote the modal shift from the private car to more sustainable forms of transport including walking, cycling and public transport, ultimately contributing to the creation of a greener and more sustainable city.

Concerning compliance with European, National and local policies and requirements, it is considered that An Bord Pleanála is the competent planning authority. However, DCC is satisfied that the application generally accords with such requirements in addition to being consistent with, and supported by, the statutory Development Plan.

In the event that An Bord Pleanála is satisfied that the proposed development should be approved, it is requested that DART + WEST be approved subject to conditions to ensure that the development is carried out in accordance with the proper planning and sustainable development of the area and such suggested conditions are included in the appendix attached below.

  
**John O'Hara**  
Dublin City Planner



## **Appendix A: Recommended Conditions**

### **ENVIRONMENT & TRANSPORTATION DEPARTMENT**

#### **Liaison between Irish Rail and Dublin City Council**

1. Irish Rail shall proactively liaise with Dublin City Council at all stages of the Project including from detailed design through construction to handover phases. Prior to the commencement of development, an agreed programme for liaison including a schedule of regular meetings shall be agreed upon in writing with Dublin City Council.

#### **Handover**

2. Prior to the commencement of any works, a formal Handover Procedure Agreement shall be agreed upon with Dublin City Council and put in place for all works to be undertaken on public lands. 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 an electronic format compatible with DCC's current version of MicroStation. These as-built drawings shall include details of any 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:**

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

#### **Roads Design & Construction:**

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. New roads and alterations to existing roads shall comply with "Technical Acceptance of Road Structures on Motorways and Other National Roads DN-STR-03001 April 2019".
7. Road Safety Audits shall be carried out for any new roads and each existing public road that is to be modified as part of the scheme works at appropriate stages throughout the design of each individual scheme.
8. The alignment of any new or altered roads included as part of the Project shall be designed so as ensure that all longitudinal gradients and cross falls 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 and cyclist connectivity to and within stations shall be improved as part of the scheme including as part of bridge works. Details are to be agreed upon with Dublin City Council at the detailed design stage. The Scheme shall ensure that principles of universal design are adhered to and accessibility requirements are met throughout the Scheme.
10. Any alterations to kerbside spaces such as pay and display scheme/loading/line markings/signage pole shall be agreed upon with E&T Department at the detailed design stage.
11. All signage and road markings comply with the *Traffic Signs Manual*.
12. Prior to the commencement of works, Irish Rail shall consult with the Roads Design and Construction Division of Dublin City Council regarding all works that impact bridges within Dublin City's jurisdiction. All works to bridges shall align with best practices as set out in TII Publications (Standards and Technical).

### **Reinstatement & Maintenance**

13. All reinstatement work in 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.
14. The extent and type of the reinstatement required shall be agreed upon with DCC prior to commencement of any work on site. This shall be shown on drawings and signed off on by both parties.
15. Detailed drawings should be prepared and forwarded to Dublin City Council, setting out proposed construction details for any works to the public realm to include proposed materials and construction details. The proposed public realm design for Preston Street shall be agreed upon in collaboration with relevant departments across Dublin City Council.
16. All proposed upgrade works that involve changes or additions to the existing public realm, including alterations to the carriageway, footpaths, drainage systems, traffic infrastructure, public lighting etc. shall be completed in accordance with "*Construction Standards for Road and Street Works in Dublin City Council*" and in accordance with the '*Guidelines for Managing Openings in Public Roads*, published by the Department of Transport [guidelines for managing openings in public roads apr. 2017.pdf \(rmo.ie\)](https://www.rmo.ie/guidelines-for-managing-openings-in-public-roads)
17. Samples of all new natural stone kerbs, flags and setts to be used in reinstatement and/or upgrade works shall be supplied to DCC for agreement prior to use.
18. Regarding bridge structures along the route, prior to the commencement of works Irish Rail and Dublin City Council shall agree in writing details regarding ownership and maintenance of bridges.

### **Construction Period:**

19. Prior to the commencement of works, Irish Rail shall engage with Dublin City Council to agree on an overall Traffic Plan for all project works including phasing of works, road closures and diversions etc. and which addresses the cumulative impact on traffic for the whole city. Irish Rail shall continually liaise with Dublin City Council during construction



through an agreed schedule of regular meetings.

20. 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.
21. In cases of reinstatement of areas where the roadway or footway is not being reconstructed in full (e.g. trench for utility alongside street), Irish Rail or their Contractor shall pay DCC long-term *impact charges as set out in the 'Guidelines for Managing Openings in Public Roads, published by the Department of Transport guidelines for managing openings in public roads apr. 2017.pdf (rmo.ie)*
22. 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.
23. 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.
24. Specific areas and infrastructure to be taken into charge shall be agreed upon in writing with Dublin City Council.
25. Where relevant works should comply with Dublin City Council's procedure for 'Ground Anchors Installations' shall be adhered to as contained at <https://www.dublincity.ie/residential/transportation/apply-licence-or-permit/ground-anchor-installation->

#### **Environment & Drainage:**

26. Surface water management should be given appropriate consideration at the early design stage. All surface water designs should be submitted for written approval well in advance of the commencement of construction work. All drainage works should comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from [www.dublincity.ie](http://www.dublincity.ie) Forms and Downloads).
27. Surface water shall be managed so that discharge to public sewers is avoided whenever possible in line with Dublin City Council's Sustainable Drainage Design & Evaluation Guide 2021. In order to achieve this the following hierarchy shall be adopted:
  - 1) Reuse of water on site
  - 2) Infiltrate into the ground
  - 3) Discharge to a natural watercourse
  - 4) Discharge to a surface water network
  - 5) Discharge to the combined network
28. Any discharge of surface water to public sewers shall be limited to 2l/s/ha. DCC requires Sustainable Drainage Systems (SuDS) to be implemented in the management of surface

water. The design of SuDS should aim to deliver the full range of benefits including, volume control, improved water quality, enhanced biodiversity and amenity. The management of surface water should start as close as possible to the source of the run-off and should include a series of SuDS components linked together into a management train. In considering SuDS components, preference shall be given to soft engineering solutions which mimic the natural water cycle. Discharge managed via a pipe and an attenuation tank system shall be the last option considered.

29. Given the nature of the proposed development which includes large sections of tracks located in deep cutting below surrounding ground level, the risk of flooding during both the construction and operational phase will need to be carefully considered. The risk of flooding from all sources should be assessed in accordance with the OPW Planning System and Flood Risk Management Guidelines, and the Dublin City Development Plan - Strategic Flood Risk Assessment (SFRA). The proposed scheme should not increase and if reasonably possible reduce the risk of flooding to any other development and the flood risks to the project itself should be addressed through appropriate design. Where residual risks exist, measures for their management or mitigation shall be implemented.
30. Any works that may impact the existing DCC drainage infrastructure shall be agreed upon with DCC Drainage Division and must be consulted prior to such works commencing.
31. A clear minimum distance of three metres (or greater for deep sewers) shall be maintained between public sewers and all structures on site. No additional loading shall be placed on a sewer and any damage to a sewer shall be rectified at NTA's expense. A proposed surface water layout shall be submitted to the Drainage Division indicating proposed clearance/diversion, following site investigations, for a written agreement with DCC Drainage Division prior to the commencement of the project. Any sewers which are impacted by the project (i.e. sewers whose later maintenance would require consultation with Irish Rail) are to be CCTV surveyed before construction commences and upgraded if this is deemed necessary by Drainage Division. Future maintenance responsibility for all new and altered surface water drainage elements of the project and all existing drainage in proximity to the tracks it is to be agreed with the Drainage Division.

### **Public Lighting**

32. Careful consideration needs to be given to the Lighting around station areas to ensure they are adequately lit. Areas to be taken in charge around stations need to be agreed upon, i.e. DCC areas and Irish Rail areas.
33. On many of the bridges, a new lighting scheme will be required to replace the existing old lighting infrastructure. The new lighting infrastructure will need to include lighting columns/LED lights, PL ducts & chambers, PL cables, new electrical supplies etc.
34. In general, if bridges are closed during construction then temporary lighting may not be required. However, if bridges remain open to the public then lighting, whether it be temporary or existing, will need to be provided or maintained.
35. Briefings are to be provided on the general layouts when they are available in order to fully understand and assess public lighting requirements. Ongoing consultation is required at all stages from design to construction, to testing, commissioning and handover/taking charge. A formal documented approvals process is required to be put in place with a sign-off at each stage.

36. New and/or altered public lighting schemes shall comply with and be designed to IS EN13021. They shall also comply with DCCs General Specification for Public Lighting. Light Level Classes will be dependent upon Daily Traffic Flows and levels of usage (both vehicular and pedestrian) and need to be formally agreed upon and signed off for each area of the project. This may require re-assessment and possible re-classification of Light Level Classes to meet IS EN13021. Particular attention needs to be paid to light levels at entrances to stations and the areas around them where higher levels may be required (and different standards apply). Lighting needs to be treated holistically. If half a junction is being reconstructed the whole junction needs to be looked at and assessed holistically from a lighting standpoint to comply with standards. All public lighting works should be carried out by a competent public lighting contractor or operator (such as DCC Public Lighting Services).
37. In areas where construction activities are taking place and there will continue to be some public access, these areas must remain lighted at all times. Maintaining lighting can be achieved by maintaining the existing public lighting infrastructure during construction or removing the existing public lighting infrastructure and providing agreed temporary lighting or providing the new public lighting infrastructure in advance of decommissioning the existing infrastructure.
38. Condition Assessment of lighting infrastructure will be required in advance. Replacement of existing Lighting Infrastructure with new infrastructure is likely. Some Lighting Infrastructure will be at end of life and the upgrading of luminaires may require the upgrade of the entire PL asset, including the column, cabling, and ducting for electrical and lighting compliance. Upgrade of luminaires to high-efficiency LED luminaires is a minimum requirement for each area. LEDs must comply with DCC General Specification.
39. Need to establish lighting circuits and electrical supply locations at the design stage. Need to establish if any third-party infrastructure, e.g. Traffic Lights, is supplied from the public lighting infrastructure and plan to relocate accordingly.
40. There is a limitation on where lights can be relocated. Careful consideration is needed in this regard. Need to minimise street clutter to avoid a plethora of supply pillars and other street furniture.
41. Lighting Works may require alterations to other Utility Services. Permits may be required to work on lights, e.g. close to lights on ESB Network Infrastructure or Luas Tram Network Infrastructure.
42. Careful consideration needs to be given to all proposed tree locations with respect to light locations to reduce potential blocking that could result in carriageways and footways being in darkness. Lighting Designers also need to carefully consider existing tree locations in their designs.
43. GPPR surveys may be needed in advance of construction in certain areas. Locate all underground services and identify possible underground congestion. Locate any cellars under footpaths/roads. Facilitates detailed design of new lighting infrastructure and identifies the possible location for lighting columns and duct routes etc.
44. DCC Public Lighting (PL) is the only ESB-authorised body that is responsible for managing street lights mounted on ESB Networks Infrastructure in Dublin City Council. Those involved in Projects such as DART Expansion cannot alter, remove or relocate lighting infrastructure mounted on ESB Infrastructure without DCC PL and ESNB

approval.

## **AIR AND NOISE POLLUTION CONTROL UNIT**

### Noise Control and Air Quality Control - Demolition and Construction Phase:

45. It is recommended that the works must be carried out having regard to a Construction Management Plan. 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 Dublin City Council 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**

46. An independent industrial heritage expert is engaged to assess and report on the impact of the scheme on industrial heritage features.
47. The NTA appoints a competent project archaeologist competent to the design team to oversee the delivery of the archaeological strategy outlined in the EIAR with responsibility for the management of the archaeological aspects of the contract.
48. The primary archaeological paper archive is to be prepared and deposited with the Dublin City Archaeological Archives within a timeframe to be agreed upon with the planning authority.
49. The archaeological results are published and/or disseminated as appropriate.

## **CONSERVATION**

50. A Grade 1 Conservation Architect with proven and appropriate expertise shall be employed to design, manage, monitor and implement the works to the protected structures and historic structures to ensure adequate protection of the retained and historic fabric during the works. In this regard, all work shall be designed to cause minimum interference to the historic structures and/or fabric.
- a) IE and their Grade 1 Conservation Architect are requested to engage with the Conservation Section of Dublin City Council throughout the design, tender and construction process.
- b) The raising of historic parapets / historic walls/dismantling and reconstruction of bridges and walls are of concern from a conservation standpoint as these would have a significant impact on the architectural character of the historic fabric and special architectural character of the areas around the railway line and further clarity is required by IE. We recommend that the design and detail of any proposed alteration to built heritage fabric be agreed upon with the Conservation Section of DCC in advance.
- c) IE shall ensure that project impacts are continuously monitored by the design team in such a way as to inform the design and mitigate against any adverse impacts on architectural heritage during rather than after the design process, whether a structure is

protected or not.

51. The proposed development shall be carried out in accordance with the following:

- a) All works to protected structures and historic fabric shall be carried out in accordance with best conservation practice and the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and Advice Series issued by the Department of Housing, Local Government and Heritage. Any 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.
- b) All existing original features, in the vicinity of the works, shall be protected during the course of the works.
- c) All repair of original fabric shall be scheduled and carried out by appropriately experienced conservators of historic fabric. We refer in particular to the requirement for master stone masonry skills.
- d) The architectural detailing and materials in the new work shall be executed to the highest standards so as to complement the setting of the protected structure and the historic area.

## **CITY ARCHITECTS**

### **Siting of utility cabinets and above-ground utility infrastructure:**

52. 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 the commencement of development.

### **Palette of street furniture:**

53. A full palette of street furniture and their proposed locations shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

### **Per cent for Art Strategy:**

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

## **CITY VALUERS DEPT**

### **Land Title, Acquisitions, and Compensation.**

55. Where DCC land is impacted by the Project, the following should apply:

- a) DCC should be compensated for its lands utilised for the Project, both permanent and temporary take(including compounds), and including tenanted and leased properties, whether title is/is not taken, in accordance with the Acquisition of Land (Assessment of

Compensation) Act, 1919, as amended.

- b) If title to DCC land is being transferred to IE or another, the Council, in addition to compensation under (i) above, should retain the air-rights for development purposes
- c) Appropriate accommodation works should be provided at DCC properties affected by the Project.
- d) Where alterations are proposed to the road network and/or alternative access and parking arrangements are sought, IE should clearly identify which of the lands affected are public or private.