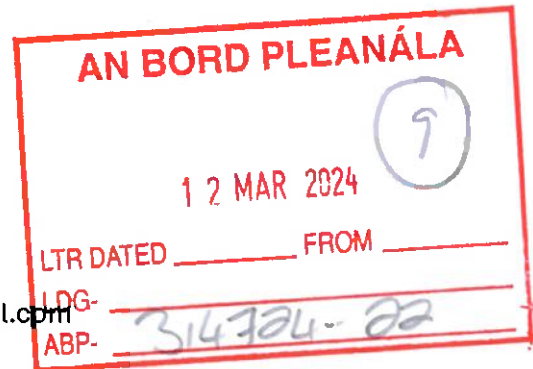




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Notes Draft 2a – Prospect Architectural Conservation Area (Prospect ACA)

Gresham Hotel, March 2024 (20 min segment) – presented by Alfreda O'Brien Kavanagh

~ Prospect Architectural Conservation Area residents & neighbours are passionate advocates for past, present & future generations to stay connected. We have always been supportive of efficient, equitable, economical, public transport that connects & networks the city & it's people.

Investment in historic environment, significantly improves the way people feel about a place – Successful buildings don't or at least should not interfere with the existing topography – Our permanent built heritage is a big part of our past and is also our inheritance & legacy to future generations, a visible timeline linking & connecting generation of people - repurpose, reuse, repair, inclusion, place making, it all adds to sustainability –

In 2024 it is *possible* to marry old with new, to challenge the talents & creativity of designers, engineers, and architects.

Metrolink bypassed its own objectives in ignoring the input of local & supportive community groups on the route, the result of which is that we are handed a 'fait accompli' for each aspect of the alignment – Glasnevin station is just a large example of that.

We want the design team to be inspired by other recent train station designs such as Birmingham & Newcastle

To quote Birmingham

“We are working in a historical environment, and we need to be mindful of this as we construct the stations”

To also take inspiration from Train Station design in Vilnius by Zaha Hadid Architects that have designed several train stations in recent years, including examples in Estonia, Italy, Russia, and elsewhere. Its latest project sees the high-profile firm envision the **renovation & inclusion** of a railway station in Lithuania, while adding a bridge and new green spaces, and improving energy efficiency.



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The impact of this proposed major train station in Glasnevin will require a socio-economic impact analysis. There is very little reference in the proposal to the impact of this proposed station on the social fabric of an historical and well-established part of the city, Glasnevin & Prospect Architectural & Conservation Area has been overlooked. Prospect Architectural Conservation Area has always been positive about a new transport system and open to discussion.

However, ...

The public consultations in relation to Metrolink have been poor from the start, with little or no detailed data or information being able to be provided by those at the public display consultations – the whole experience has created mistrust.

There has been little or no meetings with Prospect Architectural Conservation Area – one online meeting in April 2021 & one in person meeting Feb 8th 2024 the questions & concerns have not changed in those years. The concerns about tunnelling under heritage properties many over one hundred years old with little or no foundations, continues to worry property owners. The depth beneath these properties is also of great concern –

**Prospect ACA, Glasnevin are at the centre of what will be one of the largest transport hubs in the country, from the very start of Metro North to Metrolink Prospect ACA always expressed a positive attitude yet that connection has not been reciprocated.*

Glasnevin is barely mentioned & engagement has been lacking, we & other groups have depended heavily on the information from RINA –

We would also like to take this opportunity to acknowledge the supportive work of independent advisors RINA especially, Luke Claudio & Ruth, they have been invaluable to us & the community; and have been a continuous support.



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Within Prospect Architectural Conservation Area, there are many iconic historical buildings, the looming concrete Water tower, the iconic Cemetery Gate, historical & well-loved destinations like Kavanagh's, The National Botanical Gardens & numerous heritage walls.

We also have Hedigan's The Brian Boru Pub, mentioned in James Joyce's Ulysses (Hades chapter) along with Bengal Terrace. A firm link to our literary past, a draw for tourists, visitors & citizens. The Brian Boru also features in Stumpet City by James Plunkett.

It's Hedigan's The Brian Boru that has been proposed for a Compulsory Purchase Order, and this too has not been clarified. This building should be retained and incorporated into the final design like other structural projects that have been successful, notably along Dublin Docklands – Previous planning applications for the development of Hedigans The Brian Boru has been refused. Refused, in retaining the interest and character of Dublin, we're advocating that it is included to the fabric of what will be a first for Dublin. We know retention of such a building is a challenge, but one worth undertaking.

Example London & Northwestern Hotel



& the Mayson incorporating warehouse facades





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Hedigan's The Brian Boru is an important link to our literally past & a connection to generations of families traveling to & from Glasnevin & beyond.

It was the first place to welcome grieving women on route to Prospect Cemetery (now Glasnevin) it was one of the last Whiskey Bonders in the city, it has a continued connection with generations of families that travelled along the coach roads to & from Dublin, a meeting place for countless GAA games, not to mention the encampment of the Last High King of Ireland, Brian Boru.

In 2008 (& other years) An Bord Pleanála have championed this historical landmark & we are asking for Hedigans The Brian Boru to be saved again.

– it has always been a meeting place & can still be part of the history of travel & should be incorporated into the development of a new station – the current proposed design for Cross Guns Glasnevin is like the reasoning of 2008 decision it is of "excessive scale and unsympathetic design". & "a discordant element in the streetscape". So let's improve on the unsympathetic, the discordant, let's create something extraordinary that connects past, present & future travellers.

Grimshaw Architecture Dublin Metro North 2009 Design -

"The station designs celebrate the context & heritage of their locations"

Really?..

Prospect Architectural Conservation Area disagrees – Our first meeting in April 2021 Prospect Architectural Conservation Area highlighted & championed the importance of Hedigan's The Brian Boru & the facades of Prospect House also locally known as Keegans Row, Prospect Road – we were contradicted by Metrolink's Conservation Officer, E Dennehy & a follow up email in Feb 2022 concluded that in actual fact Prospect House was indeed as we championed – this again is an example of lack of engagement or attention to the importance of historical, connected buildings, within the area of Glasnevin – these buildings have been in continuous use, why not continue to use them? – it is absolutely possible.

Hedigans The Brian Boru also connects us to art, with artwork by Niel O'Dwyer, Fergus O'Regan & Susanne Thea. It has a constant creative connection. This is an opportunity to protect and enhance the character and appearance of what will be a new and much needed transport hub.



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We also have had no further engagement from Metrolink Conservation representatives.

Metrolink Appendix D Sustainability Plan -Sept 2021 Draft 10

EN4 : Heritage

Objective: – Protect & Improve access to heritage & cultural heritage along the Metrolink route

Glasnevin, Prospect ACA, doesn't even get a mention, yet this area is marked for the largest constructed station on the route. There was also no engagement with any residents or community groups before & during any design from 2009 till now 2024.

Metrolink Appendix D Sustainability Plan -Sept 2021 Draft 10

CC2 Community & Engagement

Objective: - Metrolink will engage with all stakeholders throughout each stage of the project lifecycle to keep them informed of progress

This has been poor; Prospect Architectural Conservation was not involved in any design consultations & 'believe' the current design for 'Glasnevin' has little or no reference to the cultural or heritage connection to the area & falls short of its sustainability footprint too.

All new structures should have facades that will maximise solar gain in winter and reduce glare in the summer, reducing dependence on artificial lighting, heating, and cooling. Stations should also incorporate photovoltaic panels to help produce electricity for the site.

– even the name Glasnevin Station – it is Prospect House & Hedigan's The Brian Boru and Cross Guns Junction that needs commemorating – As we stand to lose all of these.

Hedigan's The Brian Boru is worth saving, again it is a continuous link & can continue to be a part of the future of this city.

The impact of a major train station in Glasnevin which to date has not even had a minor train station has not been addressed. (The last was a cattle station over one hundred years ago) This is not just an underground station; the scale of the proposed station is running from the Royal Canal to Dalcassian Apartments (which also appear to be proposed for a CPO).



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Why is the scale so big at a time when we are looking to sustainability & smaller footprints.

Hedigan's The Brian Boru was the only place available to meet representatives of Metrolink, let it remain to be a meeting place for communities – the community of Glasnevin & Prospect Architectural Conservation Area & the future generations deserve better.

The future generations need to learn & remain connected to heritage links & the hospitality of Hedigan's The Brian Boru is part of that.

Also under threat is the protected railings of St. Vincent's Orphanage on Finglas Road these too appear to be listed for removal. Glasnevin is to lose so much of its heritage, it's historical links when these should be connected, protected & included.

There is a likelihood that Prospect Architectural Conservation Area becoming swamped or sinking into the development of a large-scale project, to becoming an unofficial park and ride, during & after the Metrolink works, & as the proposed station at Glasnevin is a major connecting station with the light rail and heavy rail lines, we will also experience an increase of traffic congestion, air pollution & property concerns.

***Natural Habitat/ Nature Glasnevin**

Glasnevin is not just known as the Dead Centre of Dublin, Glasnevin fortunately has an abundance of wildlife, native species of birds, bats, badgers they all find refuge here, from the Tolka River Valley an area of international importance; The Botanical Gardens, parks & heritage trees that line avenues & estates – yet so many trees, canals, rivers & tributaries are to be affected in our area, with little consideration. There is very little detail on the many culverts, underground rivers not to mention the Tolka itself. The residents have concerns regarding possible flooding.

There are so many concerns connected to Metrolink that travel the length of the route – all so similar, too similar, there needs to be clear confidence in all its processes before considered – let's get it right. Let's build on what is being presented & work together for a better-connected public transport system that



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not only connects the city but connects our heritage, and natural environment too. This much needed project is costing so much & not just in capital. We all want this to work, it's been gestating for over twenty plus years, let's get it right. Let's consider the possible impacts seriously the current design planned for Glasnevin Station will unfortunately represent an overbearing, rather than complementary presence in the built environment of Glasnevin and Phibsboro due to its design and choice of building materials. Lets work out solutions and create something we can all be proud of, champion & own.

Conclusion:

Clearer communication & engagement throughout the process.

Continued retention on independent observer & supports of RINA.

Property & homeowner supports & protection with sufficient insurance protections & compensation needs to be in place.

Residents want and deserve reassurances that impartial structural surveys will be undertaken prior to Metrolink construction begins, during the project & post this project.

The protection of Prospect Architectural Conservation Area & it's boundaries.
Protection of eco systems & wildlife monitoring.

The protection & inclusion of heritage buildings especially Hedigans The Brian Boru, Hamsptead House, the St Vincent's railings and other significant heritage sites St Stephan's Green & O'Connell St.

Protection of water table, tributaries & utility functions, air purity monitoring, congestion & noise surveillance.

Reduction of utility trucks involved in removal & construction on public roads the reduction of nighttime construction throughout the project, and that public roads & boundary of Prospect ACA will be clear of large construction traffic.

* Better policy dealing with invasive species – like Knotweed

* Better policy dealing with habitat sites – like Bats/Otters/Kingfishers



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Historical triumphal gate to Prospect Cemetery – now Glasnevin - & the Sextons Lodge by Patrick Byrne in granite



OPW Water Tower
& Art Installation 'Planet Glasnevin'





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Red brick terraced homes



Artisan terraced homes



A brief green oasis for residents & visitors #heaveninglasnevin



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Hedigans The Brian Boru – Glasnevin has seen a lot of destruction to heritage buildings – lets save this & incorporate it into a community focused destination station anything is possible with creative determination as seen in the saving of St Pancras, heritage buildings in Waterloo station, the redevelopment, retention & restoration of Newcastle, Birmingham railway stations – IT IS POSSIBLE



we can do better. & this city deserves better.