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**METROLINK Railway Order
An Bord Pleanála Oral Hearing**

ABP-314724-22

*Submission
Prepared by*

Mr Luke Wymer

On behalf of

Union Investment Real Estate GmbH

25th March 2024

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INTRODUCTION

Qualifications and Professional Experience

My name is Luke Wymer. I am an Executive Director of John Spain Associates, a leading firm of planning consultants. I have 7 year's planning and development consultancy experience in Ireland. I am a Corporate Member of the Irish Planning Institute, a Licentiate Member of the Royal Town Planning Institute (RTPI), a member of the RTPI Executive Committee for Ireland, and a member of the RTPI Policy, Practice and Research Committee (PPRC).

My qualifications include:

- BA (Geography and Archaeology) – University College Dublin
- Masters in Regional and Urban Planning (MRUP) – University College Dublin
- Advanced Diploma in Planning and Environmental Law – The Honourable Society of Kings Inns
- Diploma in Project Management – Dublin Business School
- Professional Certificate in Environmental Management – University College Dublin

John Spain Associates are planning consultants for Union Investment Real Estate GmbH ('Union Investment'), of Valentinskamp 70 / EMPORIO, 20355 Hamburg, Germany.

Union Investment are the owner of a recently completed commercial development at 2 Grand Parade, which comprises the refurbished Carroll's Building (a protected structure), and a recently completed modern office building to the rear of and connected with the protected structure.

John Spain Associates are also planning consultants for Grand Parade Property Trading Company DAC of 32 Molesworth Street, Dublin 2. Grand Parade Property Trading Company DAC support the current submission to the Oral Hearing.

As requested by the Board, this evidence does not reiterate the detailed points addressed within the original submission by John Spain Associates dated 13th January 2023 on behalf of Union Investment. I will however address the TII Response to Submissions where relevant.

Our client wishes to record its support for MetroLink, which is a crucial project for the delivery of a high standard of public transport infrastructure for Dublin city, subject to the remaining concerns which remain to be resolved as discussed below.

Background

The site at 2 Grand Parade lies at the southernmost end of the proposed MetroLink line, adjacent to the existing Charlemont Luas station, which sits on an elevated embankment and bridge across the Grand Canal to the west of the site.

The front of the site is occupied by the former Carroll's Building, which is a protected structure¹, and which was designed by Paddy Robinson of Robinson Keefe and Devane (RKD) Architects in the early 1960s.

In April 2019 (following an appeal² including an Oral Hearing and a request for revisions to the scheme under section 132 of the Act), An Bord Pleanála granted permission for the refurbishment of, and alterations to, the Carroll's Building, and the construction of a modern office building to the south (rear) of the existing protected structure.

¹ RPS Ref. No.: 3280

² DCC Reg. Ref.: 2373/17 and ABP Ref.: 300873-18

The parent permission has since been subject to three amendment permissions³, and the development has now been completed.

2 Grand Parade is the site of the proposed Charlemont MetroLink station and the interchange between the proposed MetroLink line and existing Luas services at Charlemont.



Figure 1: The development at 2 Grand Parade

³ Reg. Ref.: 4755/19; Reg. Ref.: 3486/20 and ABP Ref.: 309011-20;d and Reg. Ref.: 4753/23.

SUBMISSIONS IN RESPECT OF MODULE 2

Since the original submissions made on the MetroLink Railway Order application, our client has engaged constructively with TII, and the majority of the issues raised in the submission have been addressed to the satisfaction of Union Investment.

Union Investment look forward to continued engagement with TII in the short term and during the detailed design stage of the MetroLink project.

However, there are two important issue which have not been agreed to date, and one further issue on which no agreement is expected to be reached.

The two issues which have not been agreed on to date are:

1. The reduction of the permanent and temporary land take
2. Permanent loss of surface parking permitted by An Bord Pleanála in the context of the the 2 Grand Parade development, following consultation with and submissions made by TII..

In relation to the permanent and temporary land take, as set out in the original submission on the Railway Order application, the land take indicated at 2 Grand Parade is in excess of what is required to construct the MetroLink project. In the course of its recent engagement with Union Investment, TII has acknowledged that the extent of land take shown in the proposed Railway Order is incorrect.

TII are not entitled to seek to acquire more land than is required for the carrying out of the proposed Railway Works. It is therefore critical that revisions should be made to the Railway Order property drawings and book of reference to reduce the land take to that which is strictly necessary for the railway works. These revisions should be shown clearly on drawings that are made available for inspection by Union Investment, to afford it an opportunity of making submissions on the adjusted landtake prior to the granting of a Railway Order.

Union Investment therefore maintains its position as set out in the original submission on the Railway Order application in relation to these two specific aspects of the submission made on the Railway Order application.

Lift and Stairs to the front of 2 Grand Parade (former Carroll's Building)

The remainder of this submission relates to the sole issue raised in the submission on the Railway Order application which there appears to no prospect of agreement on with TII, namely the introduction of a proposed stairway and lift structure directly in front of the former Carroll's Building, which forms part of the overall 2 Grand Parade development, and which is a protected structure.

The original submission on behalf of Union Investment on the Railway Order application highlighted that this proposed location for this stairway and lift structure would have a significant and negative impact on the curtilage and front setting of the protected structure facing onto Grand Parade.

Table 26.63 of the EIAR for the MetroLink application confirms that the presence of the proposed lift and stairway to the front of the Carroll's Building will have a 'very significant' impact on the protected structure, which would remain 'significant' following mitigation.

It was submitted on behalf of Union Investment that the lift should be relocated to the opposite side of Grand Parade, and that the stairway should be reconfigured to reduce its impact on the protected structure.

The response provided by TII in this regard stated the following:

“The potential for indirect impacts on the Carrolls Building which is listed on the Dublin City Council Record of Protected Structures (RPS) is understood and is assessed in the Environmental Impact Assessment Report (EIAR) for the proposed Project.

The provision of a high quality interchange between the MetroLink Station and the existing Luas stop at Charlemont is challenging due to the constraints in the area, including the Carrolls Building, the Grand Canal, the busy Grand Parade roadway, the new site development to the rear of the Carrolls Building and the significant level differences between the MetroLink and Luas systems. Taking account of these considerations to identify the optimum solution to connect the two transport systems, a number of options were considered that included providing:

- (a) access to Luas via a stairwell and lift at the front of the Carrolls Building;*
- (b) a pedestrian crossing of Grand Parade, with a deck along the canal edge and stairs to the Luas platform at the north side of the canal;*
- (c) an elevated walkway in front of the Carrolls Building; and*
- (d) access to the Luas platform behind the Carrolls Building.*

Option (a) was selected because it:

- i. provides direct access between MetroLink and Luas of sufficient capacity which cannot be achieved by the other options;*
- ii. avoids the unfeasible scenario of all passengers having to cross the busy Grand Parade roadway to access the Luas platforms from MetroLink;*
- iii. minimizes direct impacts on the Grand Canal;*
- iv. avoids having a direct impact on the Hines development site that would require a redesign of that third party development.*

The proposed stairwell at the front of the Carrolls Building has been designed to minimize the visual impacts on the building by providing maximum transparency.”

We address below the rationale in favour of the relocation of the lift to the north of Grand Parade which addresses the above matters relied upon by TII for the selection of Option A.

The relocation of the proposed lift would provide for direct access to the Luas platform with sufficient capacity, avoids all passengers crossing Grand Parade, has a minimal impact on the canal due to the proposal for a build out for drop-off spaces already included in the Railway Order application, and also reduces the impact of MetroLink on the protected structure.

Previous Planning Precedent

The application for the parent permission for the recently completed 2 Grand Parade development was subject to several third party appeals. One of the key topics with which the appeals were concerned was perceived negative impact on the rear setting of the former Carroll's Building.

The Board subsequently convened an Oral Hearing in relation to the appeals, at which architectural conservation and impact on the protected structure was a key focus.

Ultimately, An Bord Pleanála issued a request for revisions to the development under section 132 of the Act, with the specific aim of visually separating the proposed new office building from the rear façade of the Carroll's Building.

The Board's section 132 request stated the following:

"No. 2 Grand Parade which is listed in the Record of Protected Structures in the current Dublin City Development Plan 2016- 2022. Information provided on file and at the oral hearing has highlighted the importance of the building as one of the best examples of the architecture associated with mid-20th century modernist movement in the city. The Board is satisfied that the building was conceived and designed as a standalone structure to be viewed 'in the round', and considers that the proposal which incorporates an appendage to the protected structure might profoundly and irreversibly diminish the setting of this protected structure.

Having regard to the above the Board considers that design of the atrium link element of the proposal ... should be amended to provide an effective physical separation between the protected structure and the proposed office building, in order to maintain its integrity as a standalone structure."

The permitted (and now completed) design resulted in a light touch glazed atrium linking the old and new buildings, allowing the protected structure to be viewed 'in the round'.

We suggest that the Board should have regard to this relevant planning history when considering the proposed lift and stairway design which directly impinges on the important front setting and façade of the protected structure facing the Grand Canal.

While a high quality interchange between MetroLink and Luas is of clear importance, this can be achieved in a manner which does not have such a significant impact on the Carroll's Building.

As referred to above, Table 26.63 of the EIAR states that the presence of the proposed lift and stairway to the front of the Carroll's Building will have a 'very significant' impact on the protected structure, which would remain 'significant' following mitigation.

It is our opinion that the lift should be relocated away from the front façade of the protected structure to protect its setting. Further consideration should be given to the relocation of the proposed stairway also. The options for relocation of both elements are considered further below.

The architectural conservation aspects of this submission will be elaborated on further by James Slattery, Conservation Architect for the 2 Grand Parade development.

Consideration of Alternative Lift Locations

Following further discussion with TII in relation to the relocation of the proposed lift shaft, an optioneering assessment document was provided by TII. That assessment is included as Appendix 1 to this submission.

In summary, the document addresses three options:

1. Location of a passenger lift on the north side of Grand Parade with stairway on the south side.
2. Location of a stairway on the north side of Grand Parade, with a passenger lift on the south side.
3. Both a stairway and passenger lift on the north side of Grand Parade.

The assessment confirms that acceptable levels of service can be achieved by locating a stairway on the south side of Grand Parade, and a passenger lift on the north side of Grand Parade. It is submitted that given the impact on the protected structure, this option should be conditioned by the Board.

The TII alternatives assessment provides several reasons for discounting the location of the passenger lift on the north side of Grand Parade. These are:

1. Uncertainty on the acceptability of an extended build-out over the bank of the Canal to provide for the lift and queuing area.
2. Increased travel time for persons with reduced mobility.
3. Issues with wayfinding and potential for confusion with passengers who could proceed to the stairs or lift incorrectly and then need to turn back.

In relation to the first of these reasons, the TII assessment admits that a build-out is already proposed to provide for drop-off for persons with reduced mobility. In reality this cantilevered build-out could be simply extended in length to allow for the location of the passenger lift. The increase in length of the build-out would be less than one quarter of its current proposed length, without further extending into the canal corridor. The condition of the canal bank is uniform along the entire length of the currently proposed and additional build-out.

In relation to the second reason provided by TII, it is noted that the location of the lift on the north side of Grand Parade would place it directly adjacent to the drop off point for persons with reduced mobility for the Charlemont MetroLink station. The additional distance or journey time from the Metro platform to the Luas platform would not be material, and there is also already a lift (and stairway) provided on the south side of Grand Parade from the pavement to the Luas platform.

Additionally, the footpath on the north side of Grand Parade is contiguous between the Charlemont and Leeson Street bridges over the Grand Canal, whereas the footpath on the south side terminates immediately to the east of the proposed Metro station.

In relation to the third reason provided, it is not considered that confusion would arise amongst passengers, as the lift to the Luas platform on the north side of Grand Parade would be immediately visible when existing the Metro escalators or lift. Appropriate signage would also mitigate risk of confusion.

Finally, any passenger wishing to use the lift, who mistakenly proceeded to the stairway, could also utilise the lift to the Luas platform on the south side of Grand Parade at the corner of Dartmouth Place, a matter of 20 metres from the proposed stairway.

Rationale for Alternative Lift Location

In summary, we submit that the proposed passenger lift should be relocated to the north side of Grand Parade for the following reasons:

- As previously noted, the relocation of the proposed lift would help to reduce the significant impact on the protected structure at 2 Grand Parade.
- The lift can be easily accommodated, including queuing space via a slight lengthening of the already proposed cantilevered build-out over the canal which accommodates the drop off for persons with reduced mobility.
- There is already an existing lift to the Luas platform at the south side of Grand Parade, and the relocation sought would provide a lift access along the northern footpath adjacent to the canal which is not truncated (as the footpath is on the southern side).
- The assessment of options undertaken by TII confirmed that the location of the additional lift on the north side of Grand Parade would provide an adequate level of service and capacity.

The architectural and design rationale for this alternative location for the proposed lift will be elaborated on further by Sarah O'Keefe of Henry J Lyons Architects, architect for the 2 Grand Parade development.

CONCLUSIONS

The constructive engagement and responses provided to date by TII following the submissions on the Railway Order application are welcomed by our client. However, there remain some significant issues which have not been agreed.

We respectfully request that the Board have regard to the foregoing submission and would apply appropriate conditions to give effect to the alternative design for the lift and stairs (as further detailed in the submission of Sarah O' Keeffe, HJL architects, to the hearing) to ensure the protection of the character and setting of the former Carroll's Building.

We request that TII be conditioned to submit a revised design and layout for the interchange between MetroLink and the Charlemont Luas Stop, providing for the relocation of the proposed passenger lift to the north side of Grand Parade and **which would facilitate the re-positioning the stair away from the main entrance and façade of the protected structure.**

Our client reserves the right to elaborate further on these issues as necessary and we trust this submission will be taken into consideration in assessing the TII proposals for this location.

Yours sincerely,



John Spain Associates

APPENDIX 1 – OPTIONS ASSESSMENT REPORT



MetroLink

Transport Infrastructure Ireland

**Review of Alternative Pedestrian Interchange Infrastructure
Between the Proposed MetroLink Charlemont Station and the
Existing Charlemont Luas Stop**

ML1-JAI-TRA-MS16_XX-RP-Y-00004| P01.2

2023/11/14

**Review of Alternative Pedestrian Interchange Infrastructure
Between the Proposed MetroLink Charlemont Station and the
Existing Charlemont Luas Stop**



MetroLink

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Contents

1.	Purpose of Technical Note.....	3
2.	Introduction	4
	2.1 Background.....	4
	2.2 History.....	6
	2.3 Technical Note	6
3.	Model Network and Demands.....	8
	3.1 Forecast Demands	8
	3.2 Modelled Infrastructure	9
4.	Options Assessment	10
	4.1 Lift on the Northside of Grand Parade (Option A)	10
	4.1.1 2035 Results.....	11
	4.1.2 2050 Results.....	13
	4.2 Stairway on the North Side of Grand Parade (Figure 2.2)	14
	4.3 Both Stairs and Lift on the North Side of Grand Parade (Option B).....	15
3.	Additional Considerations	16
4.	Conclusions	17

1. Purpose of Technical Note

Jacobs IDOM has been instructed by TII to develop proposals for Multicriteria Assessment for two options relating to alternative passenger interchange between Luas/MetroLink at Charlemont. The proposals are in response to Union's/Hines ABP submissions and are a variation on Option 2 previously assessed and discounted by Jacobs IDOM in February 2021.

- Option A – Move the current passenger lift from its current preliminary design location to a new location on the north pavement of Grand Parade.
- Option B – Move the current passenger lift and stairwell from their current preliminary design location to a new location on the north pavement of Grand Parade Please.

Note that in development of the above proposals encroachment into the Canal to provide the required space can be considered.

Due to the constraints of the existing built environment this technical note does not at this stage carry out a multicriteria assessment (MCA), but instead focuses on whether passenger and pedestrian movements can be accommodated to provide for Options A and B.

2. Introduction

2.1 Background

A LRT (Light Rail Transit) Luas Stop currently exists at Charlemont which caters for numerous trip attractors, such as offices, social amenities and its proximity to the suburb of Rathmines. In order to develop a MetroLink station in close proximity to the current Charlemont Luas Stop an assessment has been undertaken to understand the future demand and level of service for pedestrians due to the increased pedestrian traffic due to MetroLink. Numerous options were modelled to understand where bottlenecks and constraints existed in the current pedestrian infrastructure, such as stairways and lifts between levels, and also footpath widths at base level. Through modelling these different scenarios it was found that the existing network does not provide enough capacity from MetroLink platform to street level and the result is congestion and a low level of service for pedestrians on the R111 Grand Parade and the south-western access to the Charlemont Luas Stop where it has been necessary to make adjustments to the pedestrian infrastructure.

In order to accommodate forecast demand from the proposed MetroLink station, a new staircase with a 2.4m stair width is proposed at the south-east corner of Charlemont Luas Stop. A passenger lift will also be provided at this location and the existing pedestrian crossing on the R111 Grand Parade repositioned. The proposals for Charlemont Station are presented in the Railway Order application, including drawing ML1-JAI-SRD-ROUT_XX-DR-Z-02090 (see Figure 2.1), and EIAR Chapter 9, Traffic and Transport Appendix A9.2-B Traffic and Transport Assessment Charlemont Station.

With the new pedestrian infrastructure in place, the microsimulation model indicates that the R111 Grand Parade will have a Level of Service B (considered to be acceptable) overall, however at the location of the proposed pedestrian crossing the Level of Service is lower with 'some restriction in selection of walking speed and ability to pass others', this occurs as pedestrians are required to wait for a green phase at the signals. Overall, it is considered that the model displays an acceptable level of network performance in the assessment.

JACOBS
IDOM



2.2 History

As previously noted, Options A and B are a variation on Option 2 (see Figure 2.2) previously assessed and discounted by Jacobs IDOM in February 2021.

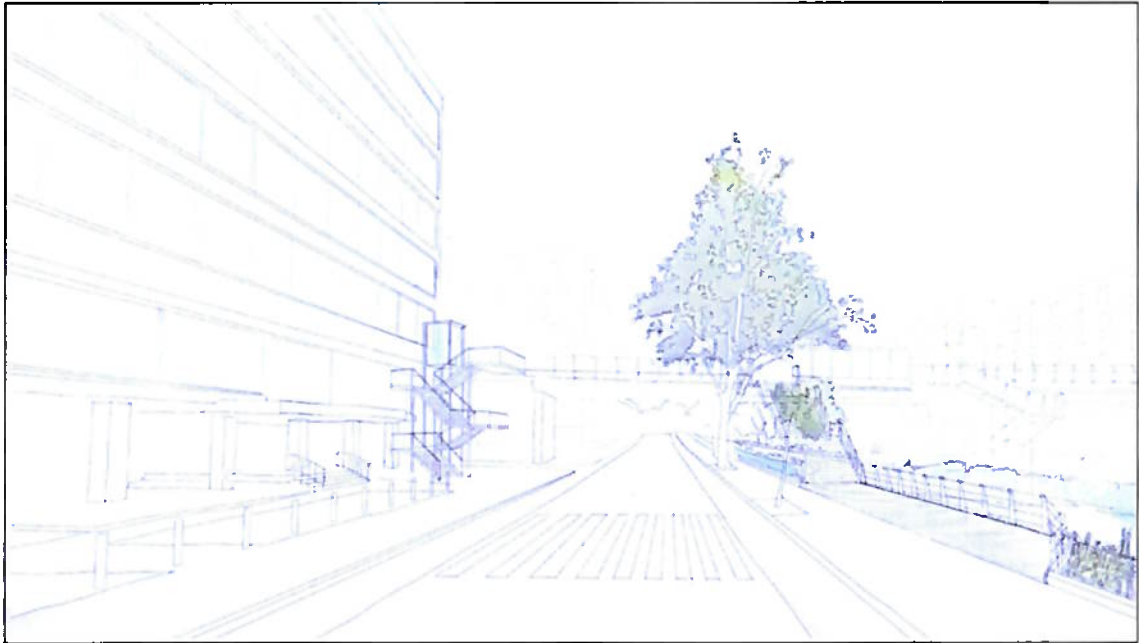


Figure 2.2: Option 2 – Pedestrian Crossing on Grand Parade leading to walkway deck extended out along canal bank and stairs to Luas platform on northside of Grand Parade. PRM lift placed on south side of Grand Parade adjacent to the Carroll's building. (note stairs on south side adjacent to the Carroll's building would not be included in this option).

This option was discounted due to the volume of passengers being required to cross Grand Parade resulting in traffic delay and the potential for passengers to remain along the southern footway (far side from the Grand Canal) while waiting to cross Grand Parade.

It is also of note that since Option 2 was last considered, a drop off for PRMs (Persons with Reduced Mobility) is now proposed in the area of the walkway deck (see Figure 2.1).

2.3 Technical Note

This Technical Note has been prepared to show how alternative options at Charlemont Station which situate MetroLink/Luas pedestrian interchange infrastructure on the northern side of Grand Parade perform in terms of pedestrian and passenger capacity and movements. The assessment considers the following options:

- Passenger lift on the north side of Grand Parade (with stairway on the southside) – Option A
- Stairway on the north side of Grand Parade (with passenger lift on the southside) - Figure 2.2; and,
- Both stairway and passenger lift on the northside of Grand Parade – Option B.

**Review of Alternative Pedestrian Interchange Infrastructure
Between the Proposed MetroLink Charlemont Station and the
Existing Charlemont Luas Stop**



In all cases, Luas/MetroLink interchange infrastructure has only been considered on the east side of the Luas Charlemont Station as there is insufficient space provided by the footpaths that pass beneath the Luas viaduct along the north and south sides of Grand Parade to accommodate future predicted pedestrian numbers. It would not be feasible to widen these footpaths as this would encroach on, and create a localised narrowing of the highway that also accommodates two cycle lanes.

3. Model Network and Demands

3.1 Forecast Demands

The total pedestrian demand for the modelled scenarios is shown in Table 3.1.

Table 3.1: Forecast Demands (No. of Passengers and Pedestrians)

Year	Scenario	
	AM	PM
2035	6,325	5,569
2050	7,190	6,365
Growth: 2035 to 2050	865	796
	13.7%	14.3%

The number of passengers interchanging between MetroLink and Luas (two-way) during the AM and PM peak hours in 2035 and 2050 is presented in Table 3.2.

Table 3.2: Pedestrian Demand between Luas and MetroLink Stations

Year	Time Period	Total Pedestrian Demand (Two-way)
2035	08:00 – 09:00	1,750
2050	08:00 – 09:00	2,089
2035	17:00 – 18:00	1,381
2050	17:00 – 18:00	1,669

3.2 Modelled Infrastructure

The capacity of the lift has been modelled at 10 passengers, as per the design. Lift usage was calculated on the basis of forecast MetroLink station use, demographic assumptions of both normal passengers and passengers on or out from Dublin Airport (passengers with luggage), and alighting positions at platform level. The peak lift usage was found to be 7% in the AM and 6% in the PM. This is built up of 2% of travellers with wheelchairs, severe mobility impairment or severe mobility issues, and then 50% of travellers with heavy luggage (which are 1% of normal commuters and 34% of airport flyers).

The Network Rail 'Station Capacity Planning Guidance' document has been used to inform the design of MetroLink passenger lifts which states that for a single-entry lift the waiting area should be 1.5 x 1.5 the lift floor area x 2. As a result, if the lift floor area (i.e., lift capacity) was increased, the waiting area would also increase.

4. Options Assessment

4.1 Lift on the Northside of Grand Parade (Option A)

As part of the design of the Project, numerous options were considered and tested before reaching the final design. One scenario considered comprised locating the stairway at the south-east of the Charlemont Luas Stop (on the southside of Grand Parade) as per the Railway Order application, but with the lift relocated to the northside of Grand Parade (See

Figure 4.1). This configuration with no amendments to existing footpaths results in insufficient waiting space for the lift on the northern footpath of Grand Parade. This causes the model to gridlock with the existing footways. As a result of this, it is not possible to get results from the VISSIM model, and therefore a qualitative description of option performance cannot be provided.

Through iterative testing it has been found that in order for the footway to comfortably accommodate the anticipated passenger demand for the lift, a build-out of around 3.5m by 3.5m beyond the existing footpath extending into the Grand Canal is required. The build out is additional to the existing footpath width (3.1m) to avoid passengers queuing on the footway and causing congestion. With this provision in place, pedestrians waiting for the lift do not block the adjacent footway and the model operates without excess delay in this area. This option has been tested with the inclusion of the PRM drop-off on the northern side of Grand Parade as shown by the Railway Order application (see Figure 2.1). Without such a build-out the footway on the north side of Grand Parade becomes blocked by pedestrians waiting for the lift.

Figure 4.1 illustrates the model layout of Grand Parade with the passenger lift located on the northside (represented by the dark grey box with blue outline), the provision of the PRM drop-off, and the proposed pedestrian crossing.

Figure 4.2 illustrates the 3D view of the passenger lift on the northside of Grand Parade, including the required waiting area to accommodate passengers.

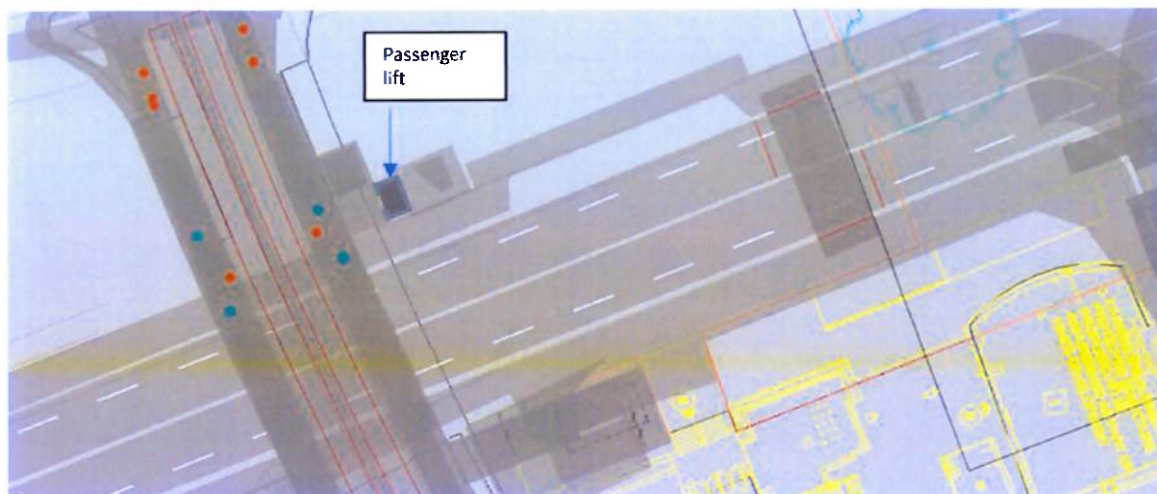


Figure 4.1: Model Layout with the Lift on the Northside of Grand Parade (Option A)

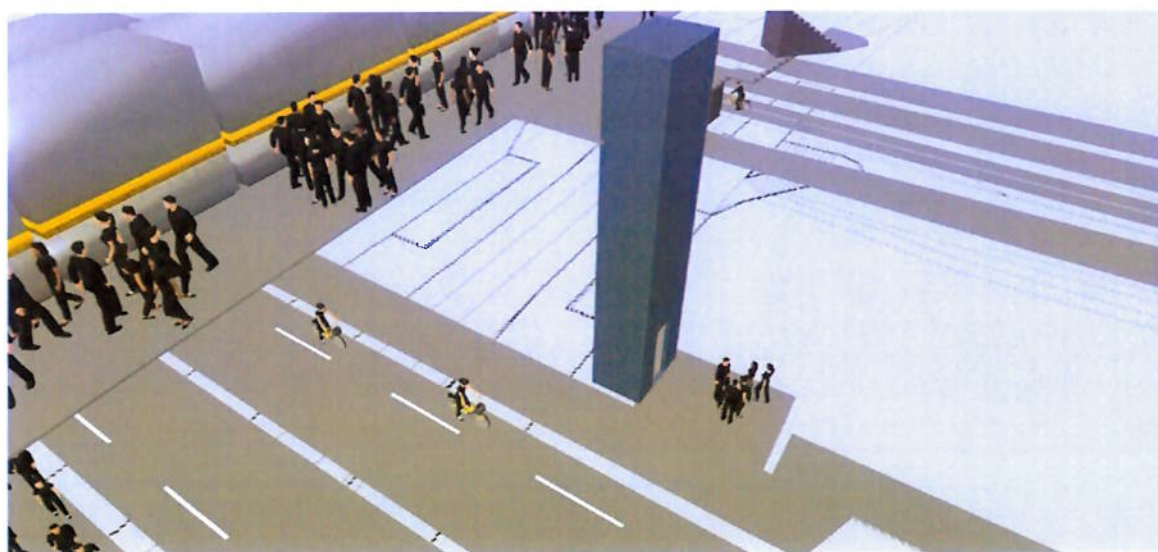


Figure 4.2: 3D View of Passenger Lift on the North Side of Grand Parade and Required Waiting Area (Option A)

The Level of Service (LOS) from the models has been presented according to the criteria shown within Figure 4.3. Whilst there are no published criteria that sets a definitive threshold to judge an acceptable LOS on the Fruin scale, a LOS of C or better for pedestrians is generally considered acceptable with regard to pedestrian congestion. This 'best practice' guidance has informed the below assessment.

Train's Level of Service	Average area module		
	Walkway [m ² /ped]	Stairs [m ² /ped]	Queue [m ² /ped]
A	>3.24	>1.85	>1.21
B	3.24-2.32	1.85-1.39	1.21-0.93
C	2.32-1.39	1.39-0.93	0.93-0.65
D	1.39-0.93	0.93-0.65	0.65-0.28
E	0.93-0.46	0.65-0.37	0.28-0.19
F	<0.46	<0.37	<0.19

Figure 4.3: Pedestrian Level of Service Criteria

4.1.1 2035 Results

Based on the demand forecasts in the 2035 AM peak hour, it is anticipated that 220 passengers will use the lift (two-way) in this scenario. Figure 4.4 presents the LOS during the 2035 AM peak hour scenario with the inclusion of a build-out over the Grand Canal at the lift to prevent unacceptable levels of congestion occurring on the existing pathway.

The model operates with a LOS at category A to C, with reduced levels of service occurring as expected at waiting points, such as at the pedestrian crossing and at the lift. As indicated, a LOS of C or above is considered to be acceptable for pedestrian comfort, and therefore the level of service in this scenario is acceptable.

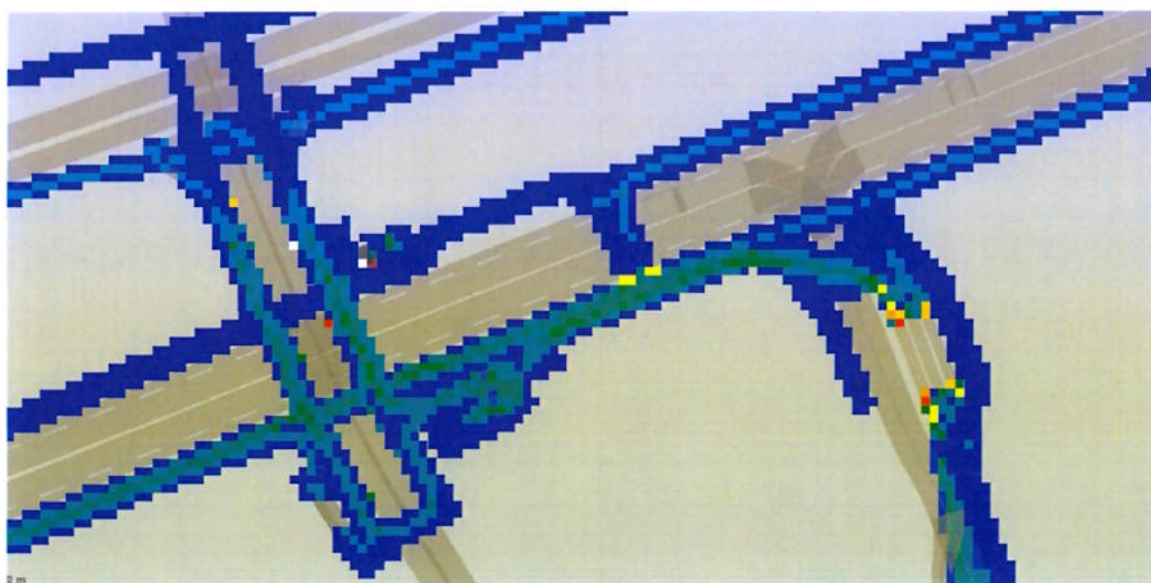


Figure 4.4: 2035 AM Peak Hour Level of Service (Option A)

Figure 4.5 presents the LOS in the 2035 PM Peak Hour scenario. It is anticipated that 179 passengers will use the lift in this scenario. As in the AM peak hour, the model operates with a sufficient LOS (Level A to Level C) on footways, with reduced levels of service occurring in waiting areas such as at the pedestrian crossing and the lift area. As indicated, a LOS of C or above is considered to be acceptable, therefore the level of service on the network is acceptable in this scenario.

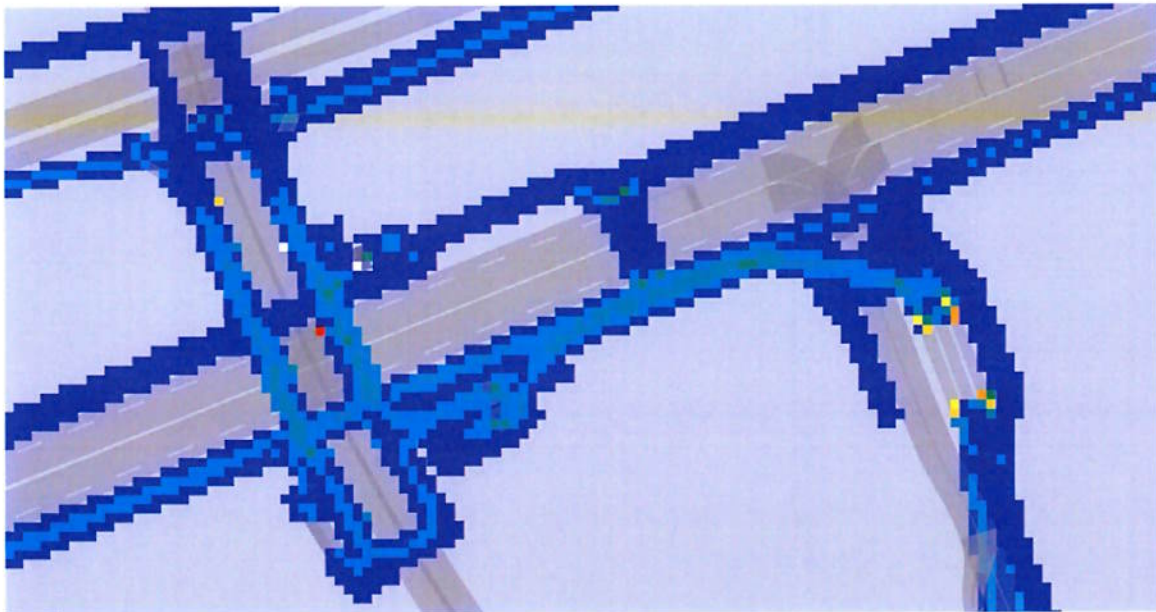


Figure 4.5: 2035 PM Peak Hour Level of Service (Option A)

4.1.2 2050 Results

Figure 4.6 illustrates the LOS that the model achieves in the 2050 AM peak hour. It is anticipated that 259 passengers will use the lift in this scenario. The model operates with sufficient LOS on footways, however reduced LOS E can be seen on the southside of Grand Parade at the pedestrian crossing and at the lift. As indicated, a LOS of C or above is considered to be acceptable, therefore the footways in this scenario operate with an acceptable level of service however the waiting area at the crossing and lift experience high congestion.

Figure 4.7 presents the LOS anticipated in the 2050 PM peak hour. It is anticipated that 214 passengers will use the lift in this scenario. As with the AM peak hour scenario, the model operates with a sufficient LOS on the network, operating between LOS A and C.

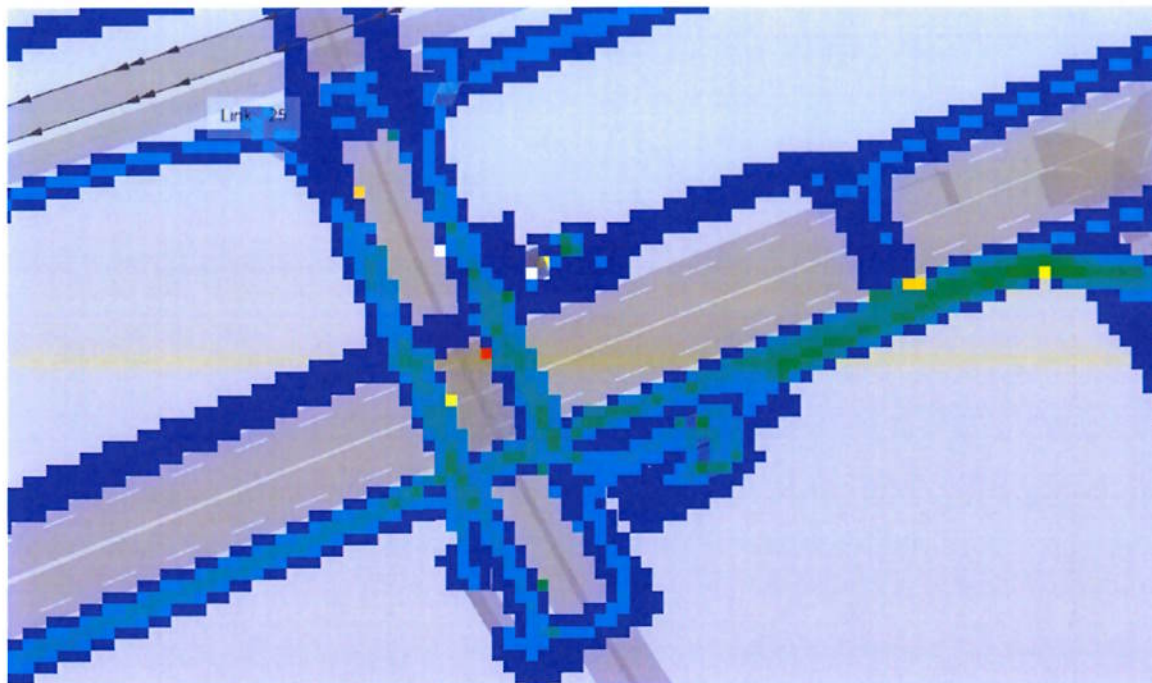


Figure 4.6: 2050 Level of Service AM Peak Hour (Option A)

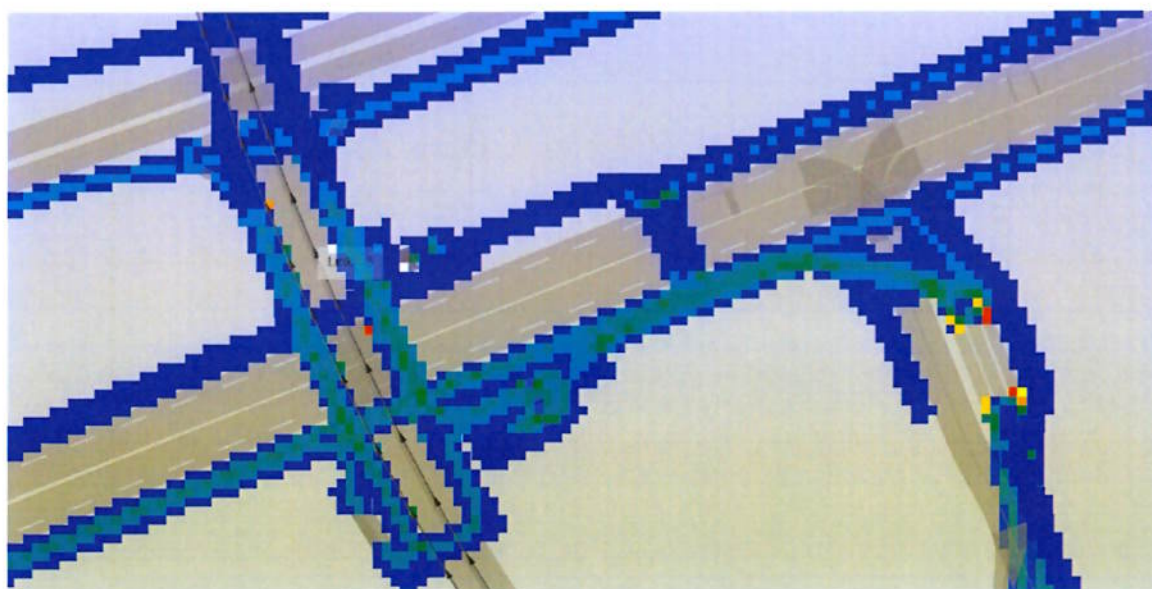


Figure 4.7: 2050 Level of Service PM Peak Hour (Option A)

4.2 Stairway on the North Side of Grand Parade (Figure 2.2)

This option proposes to have a two-way directional stairway on the north side of Grand Parade, with the passenger lift remaining on the south side of Grand Parade as per the RO design.

High levels of congestion are observed in this option as the pedestrian infrastructure is insufficient to accommodate demand generated by MetroLink. In particular, congestion occurs:

- At the new proposed pedestrian crossing on the north side of Grand Parade where passengers queue waiting for the green signal; and
- At the foot of the existing Luas stairwell (to the west of the Luas viaduct).

The levels of congestion cause the model to 'gridlock' as pedestrians are unable to pass each other on the northern footway of Grand Parade. Therefore, this option is rejected from further consideration.

4.3 Both Stairs and Lift on the North Side of Grand Parade (Option B)

As with the option presented in section 4.2 above (stairway on the northside of Grand Parade), an option that provides for both the stairway and the lift on the north side of Grand Parade generates high levels of congestion at the pedestrian crossing. This option leads to all interchanging passengers (approximately 1,000 passengers per direction per peak hour) utilising the pedestrian crossing on Grand Parade, causing high levels of queuing on both footways and risk of informal pedestrian crossing of Grand Parade.

In the model, the base scenario includes a 60 second cycle time for the pedestrian crossing on Grand Parade, with 9 seconds green time for pedestrians, 30 seconds for vehicular traffic, and the rest as intergreen time. To reduce levels of queuing at crossings, signal timings could be adjusted to give extended green time to pedestrians, however this would lead to increased queuing and congestion for vehicular traffic on Grand Parade. Increased congestion on Grand Parade in the vicinity of the crossing would also impact on access to the proposed PRM drop-off.

3. Additional Considerations

While it has been shown that placing the stairs, or stairs and lift on the north side of Grand Parade causes unacceptable levels of congestion for the reasons explained by 4.2 and 4.3 above, it has been possible to show that locating the lift only on the north side of Grand Parade could work if a standing area is built out over the Grand Canal to accommodate the passenger demand for the lift facilitating interchange between MetroLink and Luas infrastructure. However, there are other factors which must be considered and assessed further to determine if this is an appropriate solution:

- Whilst pedestrian modelling shows that a 3.5m x 3.5m build-out can reduce congestion on the network and sufficiently accommodate the passenger demand at this location, the environmental impacts on Grand Canal as a result of such a build out will need to be assessed, including biodiversity, hydrology, soils and geology. Additionally, further assessment of the impact on utilities, land-take and landscape would be required. Consideration must also be given to the requirements of Waterways Ireland with respect to the minimum clear width for active canals. However, it is noted that a build-out over the canal is already proposed by the Railway Order application to accommodate the proposed PRM drop-off adjacent to this location, although it does not extend to the same extent into the Grand Canal.
- If the pedestrian interchange lift between the Luas Stop and the proposed MetroLink station was placed on the northern side of Grand Parade, it places it a further distance from the proposed MetroLink Station than the stairs for accessible persons, and also incurs further additional travel time due to having to cross the proposed signalised pedestrian crossing to reach the north side of Grand Parade. It is not preferable to be extending travel distance and journey times for PRMs compared to accessible persons.
- It is noted that if the lift was placed on the north side of Grand Parade then it would be adjacent to the proposed vehicle drop-off and pick-up for PRMs, although it is important to recognise this drop-off is provided for PRMs accessing the MetroLink Station rather than the Luas Charlemont Stop.
- Locating the stairs and lift on the opposite sides of Grand Parade presents some wayfinding challenges for users:
 - Passengers travelling from the proposed Charlemont MetroLink Station will need to make a decision whether to cross Grand Parade at the pedestrian crossing to use the lift or continue walking towards the stairs. It is likely many passengers will miss this decision point and will either choose to retrace their route back to the pedestrian crossing resulting in additional time and distance for PRMs, attempt to use the stairs rather than walk back to the pedestrian crossing presenting potential safety risks, or when they reach the stairs and realise they should be on the other side of Grand Parade to access the lift attempt to informally cross Grand Parade, delaying traffic as they cross Grand Parade or creating safety issues as result of not using the designated pedestrian crossing.
 - Coming from the Luas Charlemont Stop, placing the lift and stairs on either side of Grand Parade will result in abortive passenger movements as passengers realise they are not at the lift or stairs as intended, or PRMs using the stairs when they should be using the lift.

4. Conclusions

Three alternative arrangements for pedestrian interchange between the Charlemont Luas Stop and the proposed MetroLink Charlemont Station have been considered to that proposed by the Railway Order application:

1. Passenger lift on the north side of Grand Parade (with stairway on southside) - Option A;
2. Stairway on the north side of Grand Parade (with passenger lift on southside) - Figure 2.2; and,
3. Both stairway and passenger lift on the northside of Grand Parade – Option B.

From examining the above three options, acceptable levels of service for pedestrians can only be achieved for an option which provides for the lift on the north side of Grand Parade and a two-way directional stairway on the south side of Grand Parade. However, to maintain an acceptable level of service on the surrounding footway in the vicinity of the lift, this is conditional on providing a build-out measuring around 3.5m x 3.5m extending beyond the existing footpath into the Grand Canal to accommodate the anticipated lift usage. Without such a build out it is not possible to accommodate the lift on the north side of Grand Parade. It is further noted that at year 2050, that while the footways operate with an acceptable level of service the waiting area at the crossing and lift will experience high congestion.

The feasibility of constructing and gaining consent for such a build out would need to be confirmed and would need to consider the environmental impacts and take account of any conditions and approvals from Waterways Ireland. It is noted that the Railway Order application is already proposing a build out into the Grand Canal to accommodate the drop-off and pick-up of PRMs that would be immediately adjacent to this lift location on the north side of Grand Parade, although it will not extend as far into the Grand Canal as the build-out for the lift.

While it is potentially possible to accommodate a lift on the north side of Grand Parade with a build out into the Grand Canal, there are concerns around the practicalities of separating the lift and stairs on either side of Grand Parade compared to the Railway Order application (see Figure 2.1) which proposes they are placed together on the south side of Grand Parade. These concerns include:

- PRMs being required to travel further and incur additional travel time as a result of having to cross Grand Parade compared to non-PRMs.
- Wayfinding for passengers travelling from the proposed MetroLink Station will be less intuitive, requiring a decision whether to cross Grand Parade at the pedestrian crossing to use the lift or continue towards the stairs. It is likely some passengers will miss this decision point and will either choose to retrace their route back to the pedestrian crossing resulting in additional travel time and distance for PRMs, attempt to use the stairs presenting potential safety risks, or attempt to cross Grand Parade informally delaying traffic as they cross Grand Parade and creating potential safety issues.
- For passengers travelling from the Luas Charlemont Stop, placing the lift and stairs on either side of Grand Parade will result in abortive passenger movements as passengers realise they are not at the lift or stairs as intended, or passengers and PRMs using the stairs when they should be using the lift.

**Review of Alternative Pedestrian Interchange Infrastructure
Between the Proposed MetroLink Charlemont Station and the
Existing Charlemont Luas Stop**



It is therefore not preferable for the lift and stairs providing interchange between the existing Luas Charlemont Stop and proposed MetroLink Charlemont Station to be separated and the configuration proposed by the MetroLink Railway Order (see Figure 2.1) remains the preferred option.

Henry J Lyons

25 March 2024

METROLINK Railway Order
An Bord Pleanála Oral Hearing
ABP 314724-22
Submission

Prepared by Henry J Lyons regarding the proposed Charlemont Station
and interface with the development at 2 Grand Parade, Dublin 6.

1.0 INTRODUCTION

My name is Sarah O'Keeffe and I am an Associate Director at Henry J Lyons Architects. I have 27 years experience working as an architect and I am a member of the RIAI.

This submission has been prepared under the appointment of our client, Union Investment Real Estate GmbH.

The submission relates to the proposed Charlemont Station and the interface with the 2 Grand Parade Commercial Development which includes a protected structure. Henry J Lyons were the architects for the recently completed refurbishment of the protected structure and new office development to the rear.

We refer to the MetroLink Railway Order Statutory Consultation TII response Submission No. 305 and items numbered 6, 7 and 8.

These items relate to the proposal to locate a stair and lift interchange directly adjacent to the protected structure of the Grand Parade Development to connect the Metro and Luas stations.

This submission provides an overview of the MetroLink Railway Order proposed stair and lift interchange design for context and an alternative design for consideration.

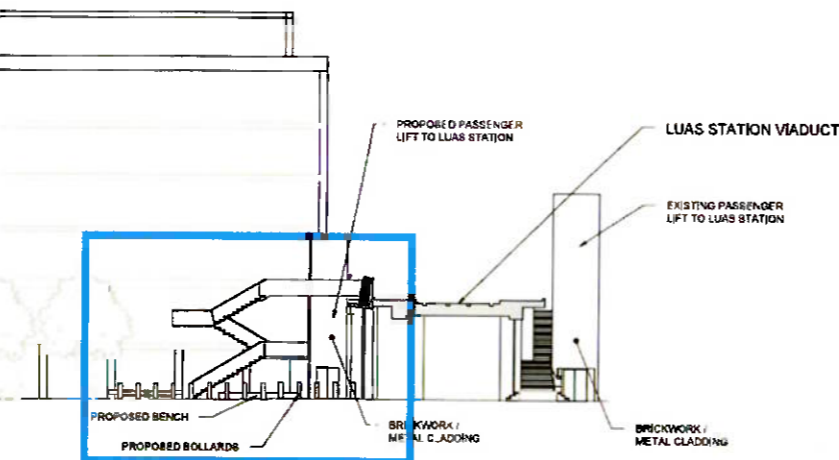
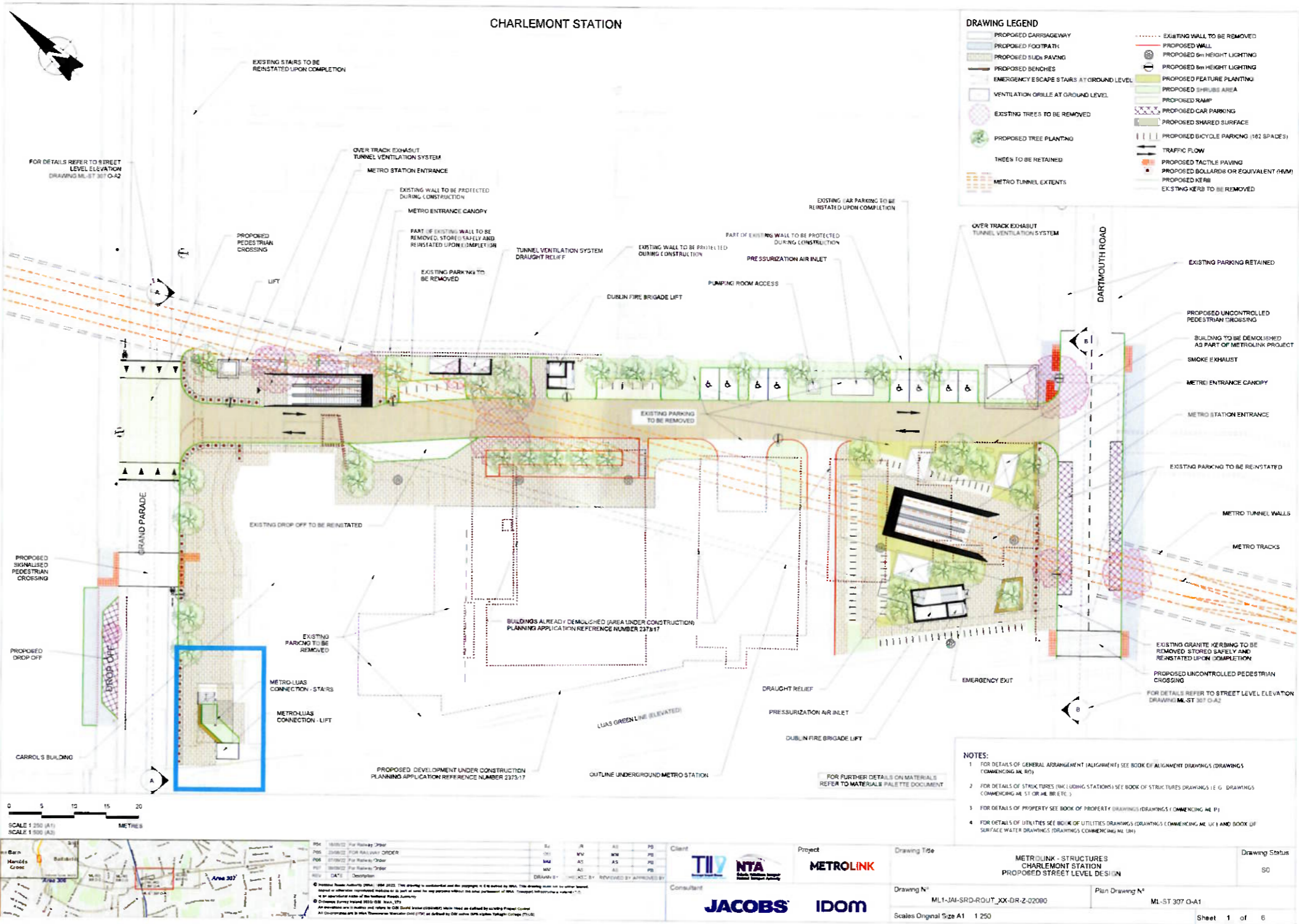


2.1 SUBMISSION

Context

To provide context for this submission, the relevant Railway Order plan and elevation submission drawings are included with the proposed MetroLink stair and lift interchange outlined in blue.

Railway Order Drawing Reference:
Figure 2.1A
ML1-JAI-ARD-ROUT_XX-DR-Y-02090
Figure 2.1B
ML1-JAI-ARD-ROUT_XX-DR-Y-02091



2.1 SUBMISSION

Context and Impact

To provide additional context of the impact to protected structure and for the building as viewed in the round, we have prepared selected 3d sketch views and plans incorporating the proposed stair and lift interchange.

The stair and lift will have a significant and detrimental impact on the protected structure, partially obscuring and encroaching on the original main entrance area and the adjacent facade.

At street level, the proximity of the stair and lift will introduce additional pedestrian traffic passing directly by the original entrance and reinstated water feature. This will negatively impact on the building, occupants and visitors to the 2 Grand Parade Development.

At the upper floors the separation between the stair and lift and the facade is minimal. In addition to the visual and physical obstruction, there will be privacy issues with the pedestrian route from the lift and stair passing directly past the office windows.

Refer to Figure 2.1C and D for sketch views of the proposed interchange.

Refer to Figures 2.1E, F & G for ground, first and second floor sketch plans that demonstrate the proximity of the proposed interchange to the protected structure.



Fig 2.1C 3d Sketch View from above the Canal of the proposed interchange



Fig 2.1D 3d Sketch View from Grand Parade of the proposed interchange

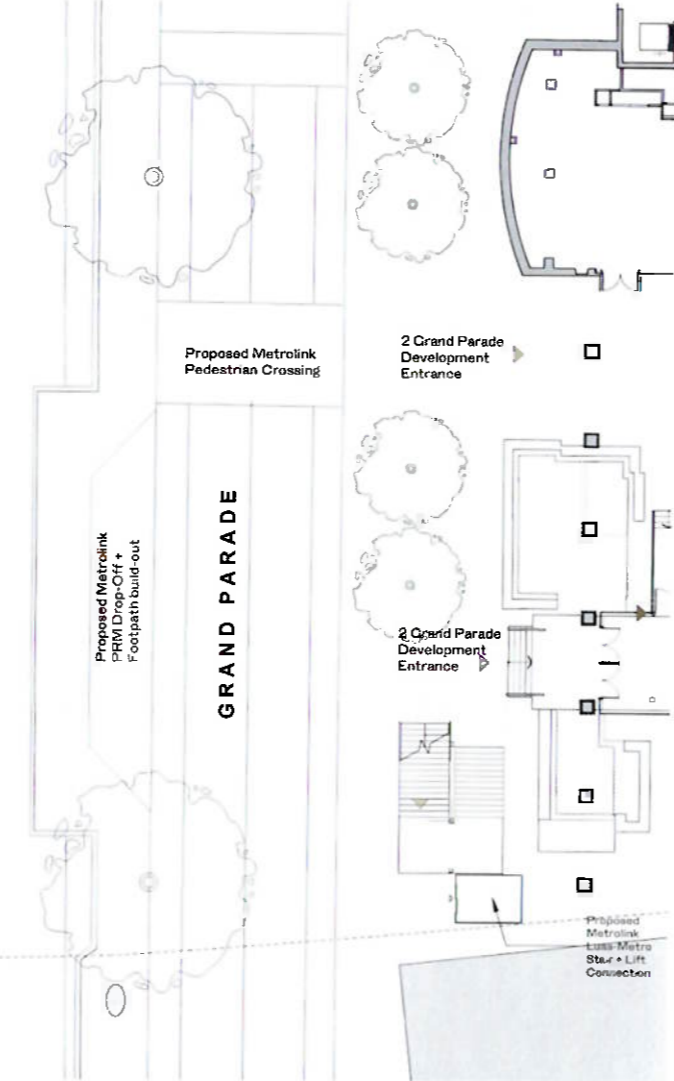


Fig 2.1E Sketch plan at street level with interchange

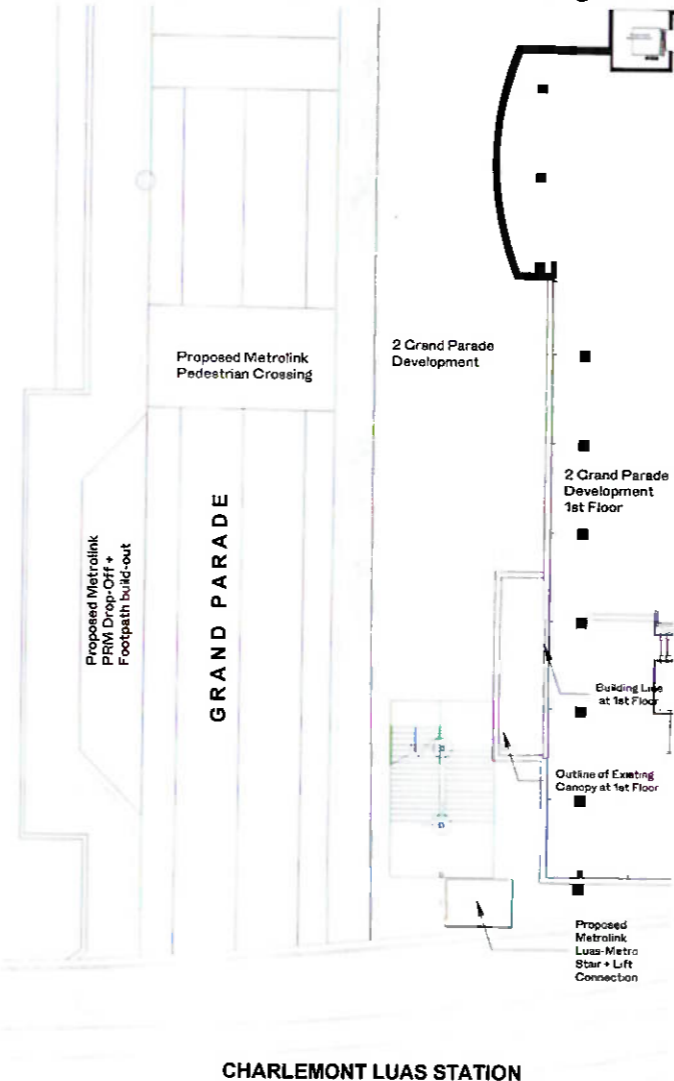


Fig 2.1F Sketch plan at first floor with interchange

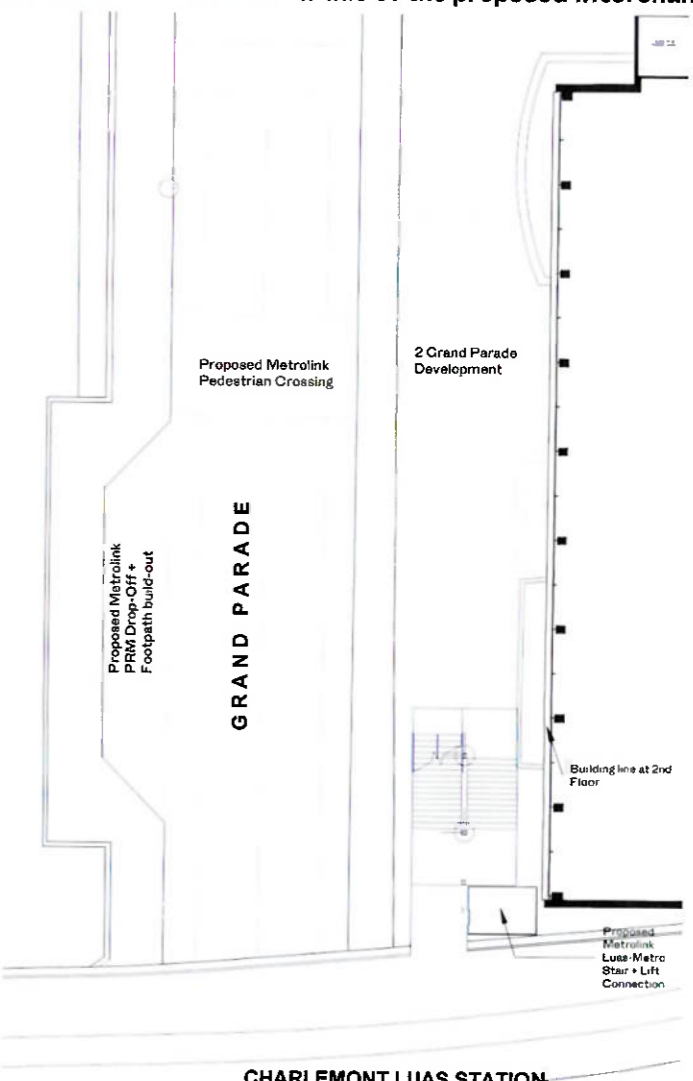


Fig 2.1G Sketch plan at platform level with interchange

2.2 SUBMISSION

Alternative Design

During the consultation period with TII, a report was issued in response to our earlier submissions regarding the consideration of potential alternative interchange designs.

(Ref. Review of Alternative Pedestrian Interchange Infrastructure between the Proposed MetroLink Charlemont Station and the Existing Charlemont Luas Stop ML1-JAI-TRA-MS16_XX-RP-Y-00004| P01.2)

The report provided an assessment of options to relocate the stair and lift interchange and concluded that the only feasible alternative option would be to relocate the lift to the north side of Grand Parade and retain the stair within the 2 Grand Parade Development. A build-out of approximately 3.5m x 3.5m beyond the existing footpath would be required to accommodate the lift and anticipated passenger demand.

Refer to Figure 2.2A which is an extract from the report for this option that locates a through lift on the north side of Grand Parade.

This option would provide the opportunity to reduce the impact of the interchange and allow for the repositioning of the stair away from the main entrance and facade of the protected structure.

Review of Alternative Pedestrian Interchange Infrastructure Between the Proposed MetroLink Charlemont Station and the Existing Charlemont Luas Stop

JACOBS
IDOM

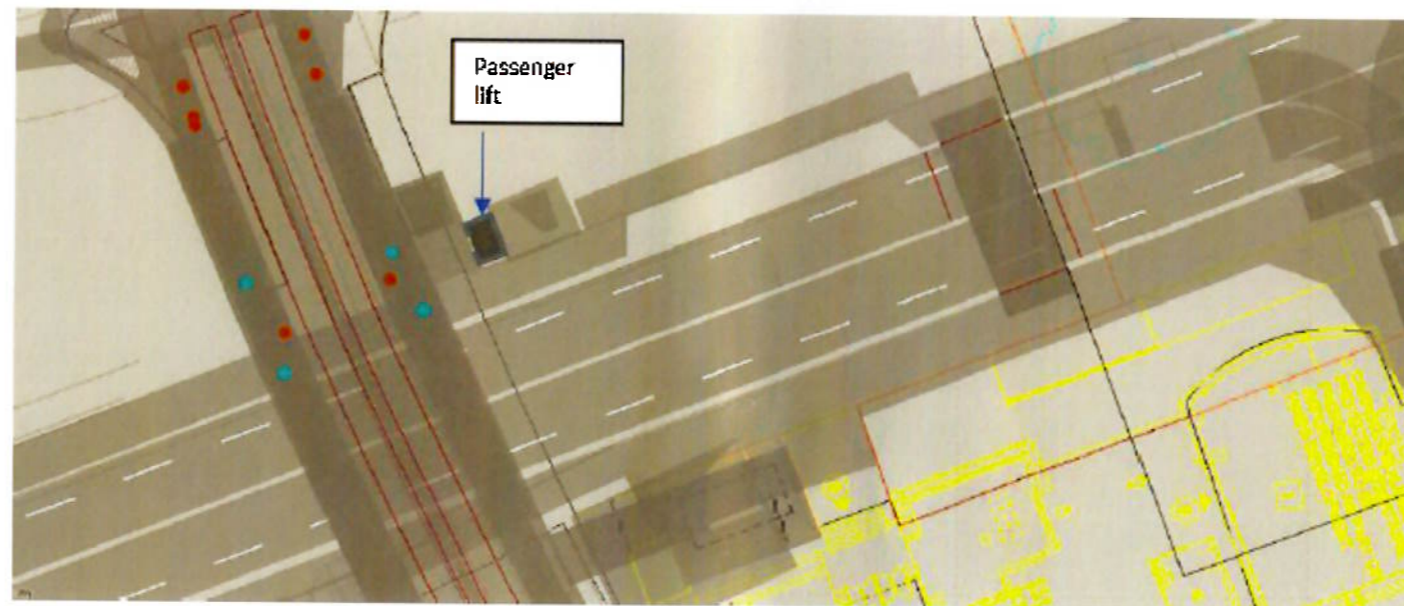


Figure 4.1: Model Layout with the Lift on the Northside of Grand Parade (Option A)

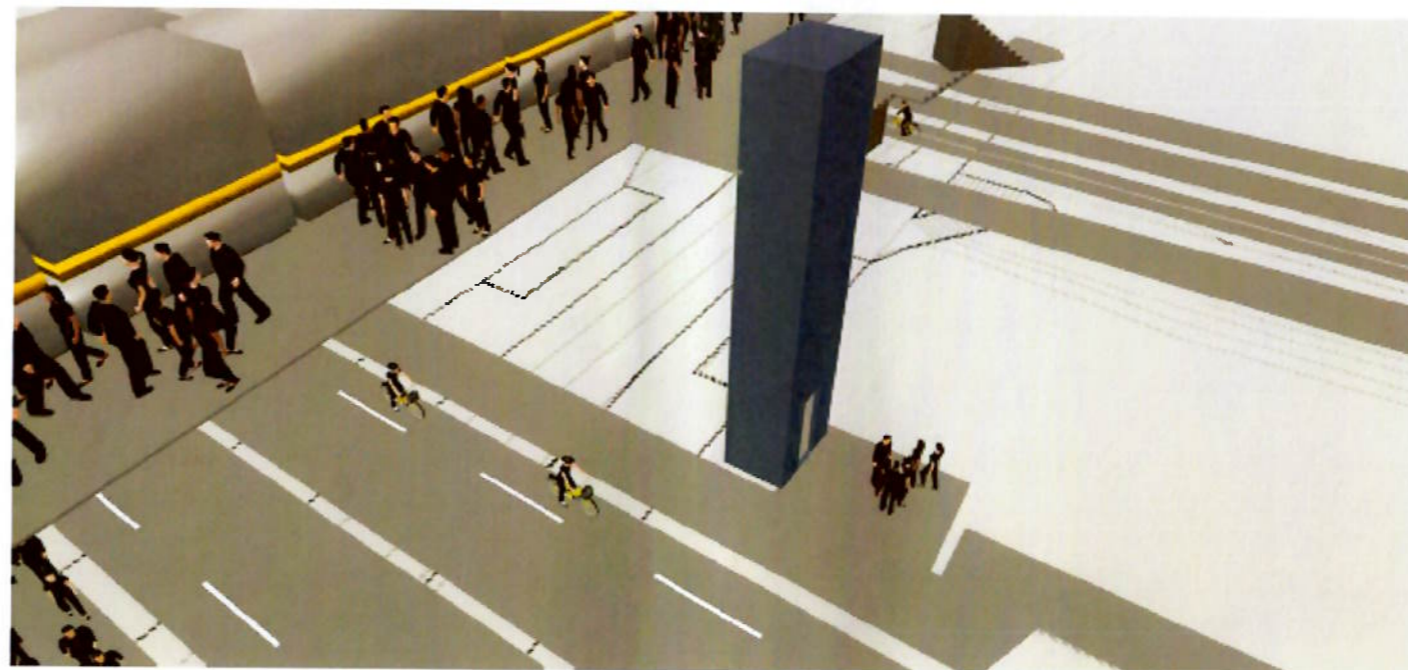


Fig 2.2A Extract from Report Ref. ML1-JAI-TRA-MS16_XX-RP-Y-00004| P01.2

2.2 SUBMISSION

Alternative Design Sketch Proposal Street Level - 2 Grand Parade Entrance

As part of this submission we include a sketch design for this option to relocate the lift. The dimensions of the lift and stair structures reflect those provided in the MetroLink RO Submission Drawings with a through lift design as indicated in the report.

Refer to Figure 2.2B, C and D that demonstrate the potential alternative configuration of the stairs at street level and the lift re-located.

Refer to Figure 2.2E that shows the revised configuration at first floor level with the separation space between the stairs and the facade of protected structure increased as much as is potentially possible with the surrounding constraints.

It should be noted that a build-out of approximately 3.25m over the canal is proposed by the Railway Order application to accommodate the proposed PRM (Persons with Reduced Mobility) drop-off adjacent to this location. The short continuation of this proposed build-out would provide a direct connection from the drop off area to the lift.

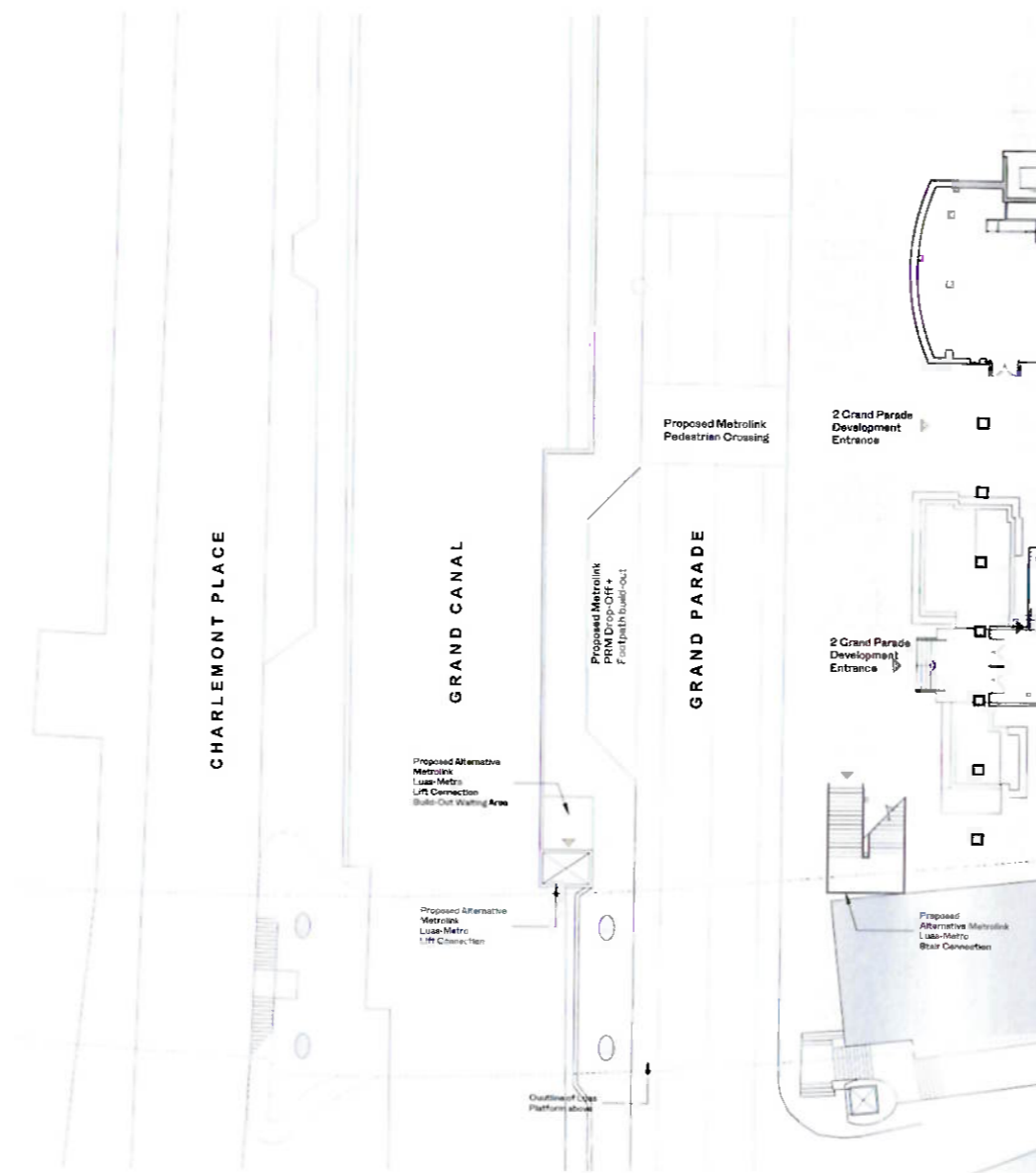


Fig 2.2B Proposed design intent at street level for the reconfigured stair and lift.



Fig2.2C



Fig 2.2D

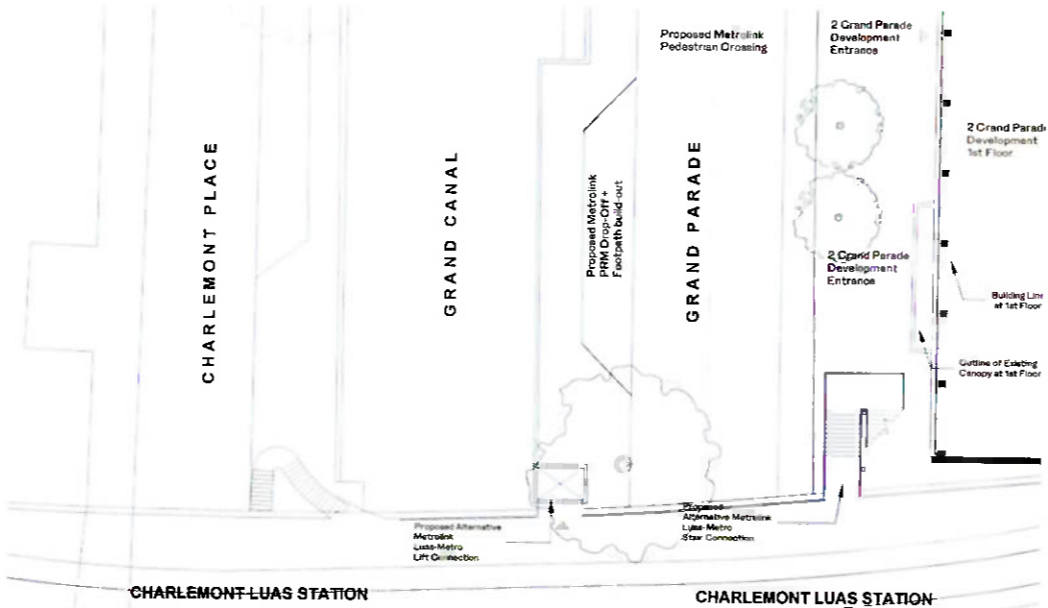


Fig 2.2E Proposed design intent at first floor for the reconfigured stair and lift.

2.2 SUBMISSION

Alternative Design Sketch Proposal Luas Platform Level

Refer to Fig. 2.2 F, G and H that demonstrate the potential alternative configuration of the stairs at the Luas platform level and the lift re-located .

Whilst the alternative interchange design will still have a negative impact on how the protected structure is viewed and used, the impact would be reduced.

It is requested that TII be conditioned to submit a revised design and layout for the interchange between MetroLink and the Charlemont Luas Stop, providing for the relocation of the proposed passenger lift to the north side of Grand Parade, thereby facilitating the repositioning of the proposed stair so as to provide a greater separation distance between the stair and the main entrance and facade of the protected structure.

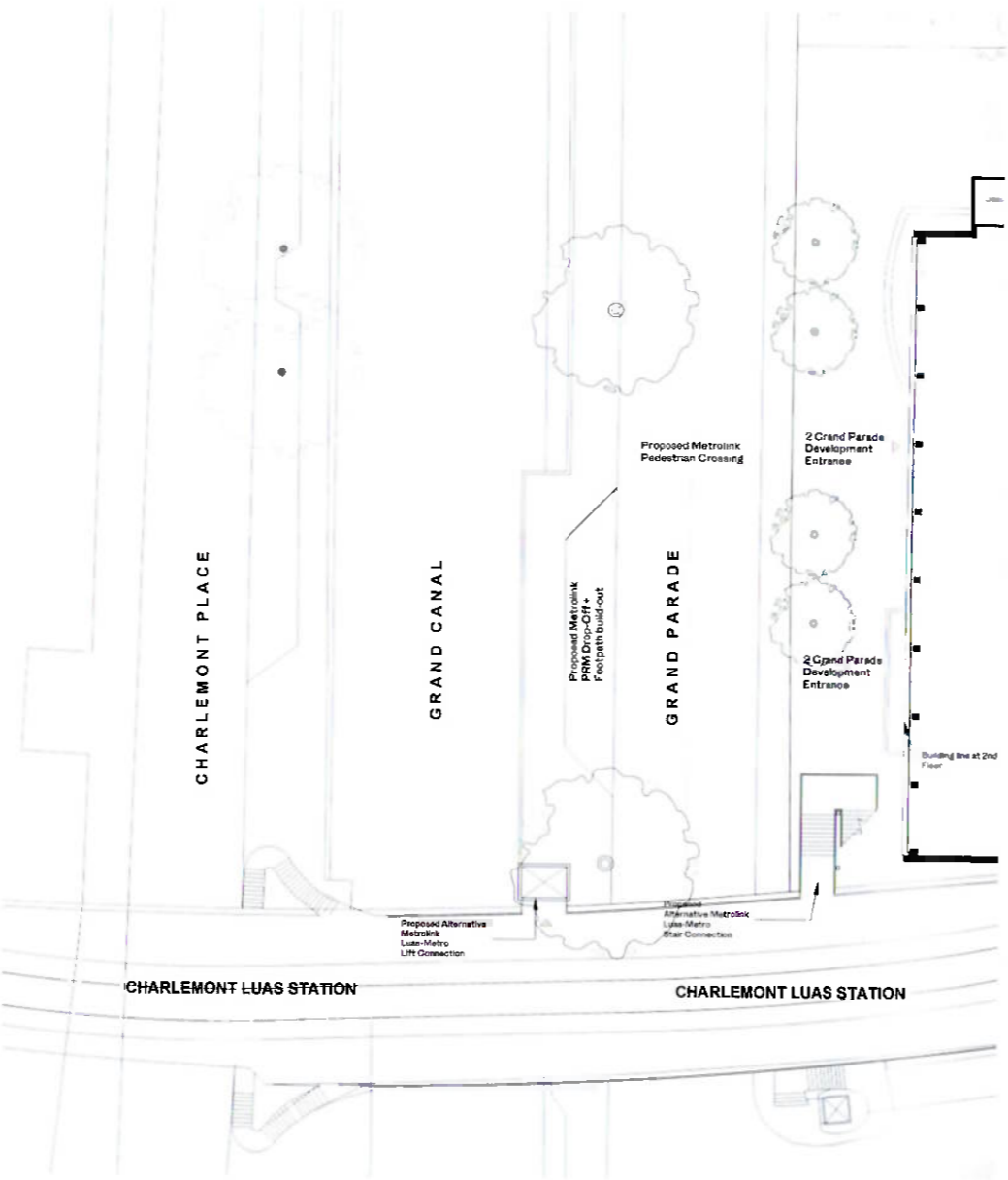


Fig 2.2F Proposed design intent at second floor for the reconfigured stair and lift.



Fig 2.2G



Fig 2.2H

2.3 SUBMISSION

Additional Sketch Views to provide a comparison of the impact of the interchange proposals and the alternative design.

Current Interchange Design Proposal



Fig 2.2J Current Interface Proposals - View from above Grand Canal

Alternative Interchange Design Proposal:



Fig 2.2L Alternative Interface Proposals - View from above Grand Canal



Fig 2.2K Current Interface Proposals - View from Grand Parade



Fig 2.2M Alternative Interface Proposals - View from Grand Parade

Henry J Lyons

15

SUBMISSION TO AN BORD PLEANALA

ORAL HEARING

METRO LINK RAILWAY ORDER – IMPACTS AT GRAND PARADE/CHARLEMONT

WITNESS STATEMENT OF JAMES SLATTERY M.R.I.A.I. CONSERVATION ARCHITECT
ARCHITECTURAL HERITAGE

David Slattery, Conservation Architects Ltd
8 Vergemount,
Clonskeagh, Dublin 6

1. Qualifications & Experience

My name is James Slattery.

I am a qualified architect and a Member of the Royal Institute of Architects in Ireland (M.R.I.A.I.). I have a Diploma in Applied Building Repair and Conservation from Trinity College Dublin.

I am Principal at David Slattery Conservation Architects Limited of 8 Vergemount, Clonskeagh, Dublin 6. I completed a Bachelors of Architecture Degree in 2001 and a Diploma in Architectural Conservation in Trinity College in 2008. I am a member of the Royal Institute of the Architects of Ireland.

I have provided expert evidence and testimony on numerous cases relating to built and architectural heritage to the High Court, to the Supreme Court and to Oral Hearings for both Appeals and Railway Orders at An Bord Pleanála. This includes evidence in relation to Luas Line BXD, in relation to Dart West, in relation to the Nationally Significant Protected Structure at Clerys (and adjoining protected sites on O'Connell Street), in relation to the restoration and redevelopment of the Protected Structure at No.2 Grand Parade as well as consultancy within numerous planning applications for conservation and redevelopment and on restorations of structures including the recently completed conservation of the Gate of Justice at Dublin Castle for the Office of Public Works.

1. Role in the Submission

My role in the submission has involved reviewing the architectural heritage significance of the subject site, the impacts arising out of the proposals by the TII and advising on potential mitigations of those impacts which have to date not been identified or recognized by the TII. I have also reviewed the relevant Chapter within the EIAR on Architectural Heritage. I am aware of the site at Charlemont and, in particular the front setting to No. 2 Grand Parade, from previous work undertaken.

The work that I have carried out in relation to the proposed development at Charlemont includes:

- Review of previously undertaken historic research on the subject site and context to determine the chronology of various elements within.
- Review of previous statements of architectural heritage significance submitted to An Bord Pleanála and the Board's Inspector's concerns on the previously permitted (now executed) restoration and development of the Grand Parade site.
- Review of the relevant EIAR Chapter prepared by the TII
- Recording up to date site inspections, photographic surveys and an appraisal of the impact of the proposed development;
- Review and recommendations on alternative proposals and mitigations to the design in liaison with HJL Architects and John Spain Associates, Planning and Development Consultants.

2. Response to Specific Concerns in Relation to Architectural Heritage

3.1 Significance of the Front Setting of the Protected Structure

The EIAR Architectural Heritage Chapter prepared for TII notes the following in relation to the significance of the Protected Structure –

“26.4.4.16 Charlemont Station

26.4.4.16.1 Description

The greater part of the site for the proposed station is number 2 Grand Parade, which is the site of a protected structure known as the Carroll’s Building, and which is an office building erected in the 1960s. The site to the rear of the office building has a number of subsidiary structures.”

Whilst the EIAR recognises that the former Carroll’s building (purpose-built not as offices but as PJ Carroll’s Cigarette Company’s marketing headquarters and cigarette packaging facility) is indeed a Protected Structure and that the architectural heritage quality of the building is ‘high’, it provides no qualitative narrative in relation to the Protected Structure and no commentary at all on the interest or significance of its front façade or front setting which are the areas of primary architectural heritage significance.

The restored front setting and undercroft to the Protected Structure contribute particularly to its architectural significance on the Grand Canal. Whilst the design of a landscaped undercroft on pilotis is somewhat anomalous in an Irish context, it is nevertheless a relatively rare 20th C architectural expression and any impacts to it merit interrogation by the Board. Whilst there is no bind on the TII to present these impacts, the Board must have regard to the protected status of the building which includes its front setting and curtilage. The Ministerial Guidance notes the following for clarity -

“13.5 Development within the Curtilage of a Protected Structure

13.5.1 Proposals for new development within the curtilage of a protected structure should be carefully scrutinised by the planning authority, as inappropriate development will be detrimental to the character of the structure.”

In addition, the Dublin City Council Development contains the following policy -

“BHA2 Development of Protected Structures That development will conserve and enhance protected structures and their curtilage and will: (d) Ensure that any development, modification, alteration, or extension affecting a protected structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout and materials.”

David Slattery Conservation Architects Ltd
8 Vergemount,
Clonskeagh, Dublin 6

3.2 Impact on the Front Setting of the Protected Structure

Despite the lack of any detailed assessment of the baseline significance, the EIAR notes a very significant impact to the Protected Structure and in fact notes that the front setting of the Protected Structure will form part of the Metro Link station.

“The greater part of the site for the proposed station is number 2 Grand Parade, which is the site of a protected structure known as the Carroll’s Building, and which is an office building erected in the 1960s.”



Fig. 1 This image shows the front setting at present with the recessed areas to either side of the restored front entrance. The TII proposes to install a large staircase taking up most of the right hand side of the front setting interrupting views of the recessed lower floors.

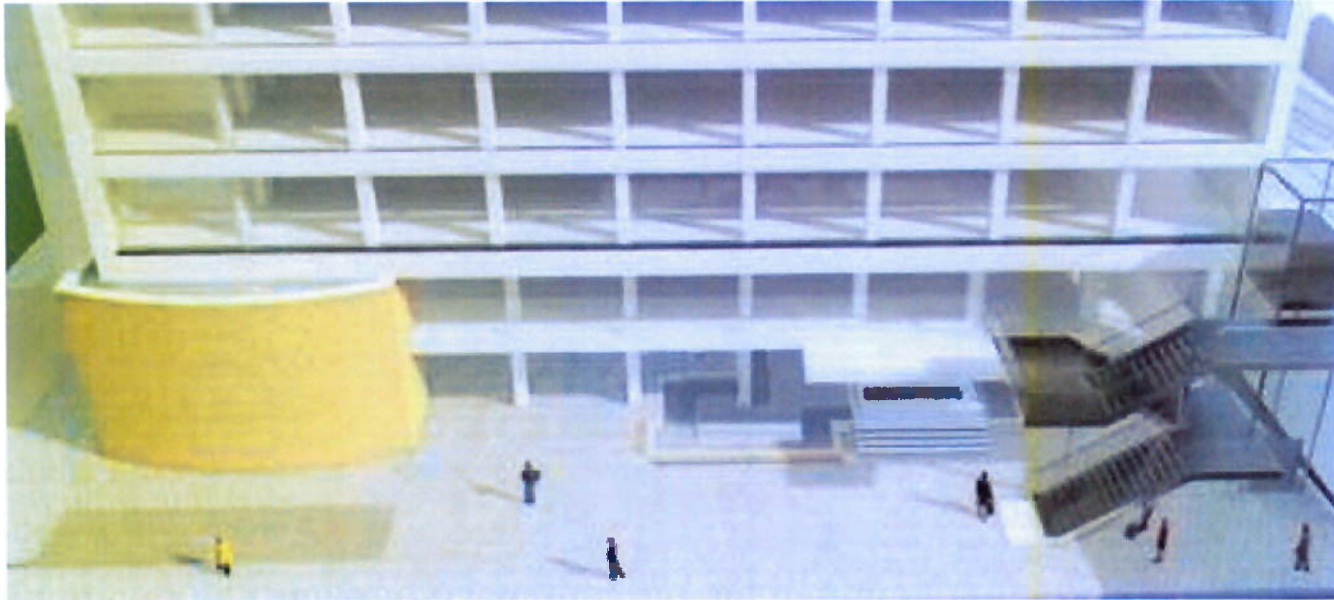


Fig. 2 This image shows the impact of the proposals on the front setting with views of the front façade – in particular the important architecture at the lower level – being completely obstructed by a new staircase and lift.

Clearly there will be a very significant impact on the most important aspect of this Protected Structure. The EIAR submitted by TII seems to concede this, when it notes that the impact arising from the proposals on the Protected Structure will be of a *'medium'* magnitude but that the impact will be *'very significant'*. The EIAR alludes to *'mitigation by design'* and suggests that the residual impact will be reduced to *'significant'* following mitigation. However, the EIAR offers no clue as to what this mitigation might be.

The front setting and façade of the Protected Structure is, at present, completely open to Grand Parade with the recessed landscape and entrance hall visible behind from the Conservation Area on the Grand Canal. There are covered open spaces to both the left and right hand side of the original entrance lobby. The landscape and the manner in which the lower floors recede and reveal it is a critical part of the significance of the Protected Structure – considered as one of the finest pieces of 20th Century architecture in the state - and views of this design will be completely obscured by the current proposals by the TII. The impact is akin to putting a fire escape in front of the Customs House and is a *'Profound'* impact - not *'Very Significant'/'Reduced to Significant'*. This is an impact which is likely to be permanent and it directly and detrimentally damages the front setting of the Protected Structure with a new staircase proposed to almost abut its front façade.

3.3 Response and Proposed Mitigations within Submission

The proposed alternative design presented by HJL Architects seeks to address the Profound detrimental impact on the Protected Structure by relocating the lift to the opposite side of the road on the side of the canal. This allows for the staircase to be moved west and obscuring a little less of the front façade and setting to the Protected Structure. This potential mitigation will reduce the impact but the impact would still be profound as it retains a staircase within the front setting of a significant Protected Structure but this option has been rejected by the TII due to concerns about impacts on the Conservation Area to the Grand Canal. There are already significant impacts from previous infrastructural construction on the Conservation Area in this location. As per the imagery below. Proposals to adjust this area would not involve altering natural embankments or landscape – this has already occurred. Any impacts here would be to a functional concreted area of lesser quality – not the front setting of a Protected Structure and should be given consideration – not dismissed simply because they lie within a Conservation Area. There is precedent for such proposals directly across the Canal.



Fig. 3 This image shows the quality of the Conservation Area as it exists directly across the road from the proposed impact. It is a grimy concreted area and could certainly not be considered as an area that contributes to the Conservation Area. It is an area that should be considered for change as an alternative to the front setting of the Protected Structure.

3. Conclusion

The proposed impacts here are profoundly detrimental to a Protected Structure which is a particularly significant piece of 20th Century architecture that might be rated as Nationally significant under the NIAH criteria for assessment (no published/record by the NIAH as yet). In addition, the proposals impact directly on its front setting and front façade which are the areas of primary significance. Any mitigations which do not involve relocating the staircase and lift can only

succeed in reducing the impact in a marginal manner. The HJL proposals do result in a reduction of impact but further mitigations and options should be reviewed.

James Slattery Dipl. ABRCons., M.R.I.A.I. - Conservation Architect

4

OUTLINE LEGAL SUBMISSIONS OF EAMON GALLIGAN SC ON BEHALF OF UNION INVESTMENTS TO AN BORD PLEANALA HEARING MODULE 2 – PROPERTY AT 2 GRAND PARADE, DUBLIN 2

Appearances:

Mr. Eamon Galligan S, instructed by Mason Hayes Curran, Solicitors.

Mr. Luke Wymer, John Spain Associates, Planning Consultant.

Ms. Sarah O’Keefe of Henry J Lyons Architects.

James Slattery, Conservation Architect.

SUMMARY POSITION OF UNION INVESTMENTS

Union Investments welcome Metrolink as an important addition to the city wide public transportation network and is very supportive of this important project. However, there are a number of remaining concerns as discussed below.

PERMANENT AND TEMPORARY LAND TAKE AND CAR PARKING PROVISION ISSUES

In response to the initial submission by John Spain Associates dated 13 January 2023, TII acknowledged that an error had been made in the relevant maps in the Book of Reference at 2 Grand Parade in relation to the permanent and temporary landtake. Following engagement between TII and Union Investments, TII have recently furnished updated drawings that would appear to substantially address these issues but these drawings require detailed consideration by Union Investment and its property advisors before formal agreement can be concluded in relation to the detail of these drawings.

Drawings have also recently been furnished by TII which provide for the return of 14 car spaces which were to be removed in the RO as proposed. Similarly, these drawings require detailed consideration by Union Investment and its property advisors before formal agreement can be concluded

It will not be possible to reach such final agreement by the close of the hearing on Thursday 28 March on these drawings relating to landtake as certain internal protocols within Union Investment need to be followed, but it is anticipated that such agreement can be reached with TII in early course and noted in the context of any reconvened oral hearing.

It is noted ,for the record ,that the position in the proposed Railway Order as it currently stands is as follows. The proposed development subject of the Railway Order application involves the permanent and temporary acquisition of lands within the site of the commercial development at 2 Grand Parade, Dublin 6. The permanent and temporary land take indicated includes areas within and adjoining the commercial development which was permitted by An Bord Pleanala and is now completed. The existing Carrolls Building (a protected structure) is the only part of the overall site which is not indicated on the Railway Order drawing as being within the area of either temporary or permanent land take.

Parts of the permanent and temporary land take shown in the relevant maps in the Book of Reference at 2 Grand Parade actually fall within the built footprint of the office development which is nearing completion on site (as permitted under Reg. Ref.: 2372/17 / ABP Ref.: 300873-18, as amended by Reg. Ref.: 4755/19 and Reg. Ref.: 3486/20 / ABP Ref.: 309011-20). Therefore these areas of the site are not suitable either for temporary or permanent acquisition.

While it is understood that the actual intended land acquisition as part of the Charlemont station will in fact be limited primarily to substratum acquisition (with the exception of specific above ground elements such as station accesses, vents etc.), this requires clarification of and amendments to the Railway Order drawings and documentation.

As indicated, there has been productive engagement with TII on these matters and it is expected that final agreement can be reached with TII on this aspect.

ISSUE RELATING TO LOCATION OF LIFT AND STAIRS TO WEST OF CARROLLS BUILDING, A PROTECTED STRUCTURE

This is an aspect in relation to which it has not been possible to reach agreement with TII, despite positive engagement on a myriad of other issues.

It is necessary to place this issue in its legal context.

TII point out in their legal submissions that section 38(2) of the 2001 Act provides:

(2) Part IV of the Act of 2000 does not apply and is deemed never to have applied to developments specified in subsection (1).

Part IV of the Act of 2000 (i.e. the Planning and Development Act 2000) comprises sections 51-80 relating to protected structures and includes, for example, provisions on adding structures to the Record of Protected Structures, offences relating to the endangerment of protected structures and the compulsory acquisition of protected structures by planning authorities. The application of all these provisions is excluded when it comes to a proposed railway order.

However, this does not mean that the Board does not have to have regard to protected structures and their setting. To the contrary, the Board is obliged to consider the objectives of local authorities as contained in their development plans and this includes objectives relating to the protection of the setting of protected structures. Under section 10(2) of the Act of the Planning and Development Act 2000, planning authorities are obliged to include objectives, *inter alia*, for –

(f) the protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest;

[Emphasis added]

Under **section 43** of the Transport (Railway Infrastructure) Act 2001, as amended, before deciding whether or not to grant a Railway Order, the Board is obliged to consider, *inter alia*, the following:

(g) **the likely consequences for proper planning and sustainable development in the area** in which it is proposed to carry out the railway works and for the environment of such works; and

(h) the matters referred to in section 143 (inserted by the *Planning and Development (Strategic Infrastructure) Act 2006*) of the Act of 2000.

[Emphasis added]

Section 143(1) of the Act of 2000 provides:

143.— (1) The Board shall, in the performance of its functions (other than functions conferred by *Chapter III of Part XXI*), have regard to—

(a) **the policies and objectives for the time being of** the Government, a State authority, **the Minister, planning authorities** and any other body which is a public authority whose functions have, or may have, a bearing on the proper planning and sustainable development of cities, towns or other areas, whether urban or rural,

(b) the national interest and any effect the performance of the Board's functions may have on issues of strategic economic or social importance to the State, and

(c) the National Planning Framework and any regional spatial and economic strategy for the time being in force.

[Emphasis added]

It necessarily follows from the above provisions, that the Board is obliged to consider the provisions of the Development Plan and the National Planning Framework, before deciding whether or not to grant a railway order. This is accepted at § 13 of the TII Legal Submissions.

In that context, it is necessary for the Board to consider the extent to which the location of the lift and staircase to the West of the Carrolls Building is consistent with the policies and objectives of the Dublin City Development Plan 2023-2029 relating in particular, to the protection of the setting of protected structures. It is noted that such an assessment has not been carried out in the TII updated Planning Report submitted to the hearing.

It is also necessary for the Board to consider the approach of TII to the setting of the protected structure in light of the requirements of the Architectural Heritage Protection Guidelines, to which reference has been made by James Slattery, Conservation Architect .

We therefore recommend the Board to conclude that the alternative design solution put forward by Ms. Sarah O’Keeffe, Architect, HJL, and supported by the evidence of James Slattery, Conservation Architect and Luke Wymer, Planning Consultant, JSA, represents the design which strikes the correct balance between the protection of the setting of this important 20th century protected structure and the legitimate concerns of TII to provide an appropriate interchange between Metrolink and the LUAS. It is the design of these individual elements which is most consistent with the objectives and policies of the Dublin City Development Plan relating to the treatment of protected structures, of which the Carrolls Building is one of the foremost 20th century examples.

Eamon Galligan SC

25 March 2024