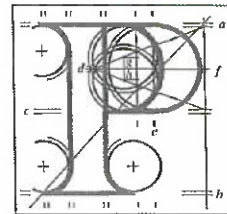


Our Case Number: ABP-314724-22



An
Bord
Pleanála

Dublin City Council
Civic Offices
Wood Quay
Dublin 8

Date: 24 January 2023

Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]
Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to
Charlemont, Co. Dublin

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.

Please be advised that copies of all submissions/observations received in relation to the application will
be made available for public inspection at the offices of the relevant County Council(s) and at the offices
of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the
Board's website: www.pleanala.ie.

If you have any queries in the meantime, please contact the undersigned. 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

Tel
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel
LoCall
Fax
Website
Email

(01) 858 8100
1800 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maolbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

**Written Submission from Dublin City
Council's Chief Executive**

to An Bord Pleanála

in relation to

**the National Transport Authority's Application for the Railway (Metrolink-Estuary to
Charlemont via Dublin Airport) Order [2022]**

An Bord Pleanála's Case Number: ABP-314724-22

DATE LODGED 30/09/2022

Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order [2022]

The National Transport Authority (operating as Transport Infrastructure Ireland) has applied to An Bord Pleanála in respect of a Strategic Infrastructure (SID) for a Railway Order under Section 37 of the Transport (Railway Infrastructure) Act. 2001 as amended in respect the Railway (Metrolink – Estuary to Charlemont via Dublin Airport) Order {2022} Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin

Scope of Report

This submission sets out the views of Dublin City Council (DCC - a prescribed body) on the Metrolink-Estuary to Charlemont via Dublin Airport and the potential effects of the proposed Project on the environment and the proper planning and sustainable development of the area.

Description of the Proposed Development

The National Roads Authority (operating as Transport Infrastructure Ireland) have applied to An Bord Pleanála for a Railway Order for the Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order pursuant to the provisions of the Transport (Railway Infrastructure) Act 2021 (as amended).

The overall project objective for the proposed project has been set out by the applicant as follows: *“To provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre”*.

The Railway Order, if granted, will authorise the NTA to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 no. stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont to the south of Dublin City Centre.

The proposed project comes within the definition of Strategic Infrastructure Development (SID) under the Planning and Development Act, as amended. As defined under Section 2 of the Act, SID means, inter alia, “... (g) any proposed railway works referred to in Section 37(3) of the Transport (Railway Infrastructure) Act 2001 (as amended by the Planning and Development (Strategic Infrastructure) Act 2006”.

The Project is stated by the applicant to be *the single biggest investment in transport infrastructure in the history of the State and is part of an integrated transport solution that also includes for BusConnects and Dart+, which are all included under Project Ireland 2040.*

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8km in length which is mostly underground. It includes a 9.4km section of a single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport.

There will be a total of 16 stations, including -

11 underground stations at:

- Dublin Airport,
- Northwood,

- Ballymun,
- Collins Avenue,
- Griffith Park,
- Glasnevin,
- Mater,
- O'Connell Street,
- Tara,
- St. Stephen's Green, and
- Charlemont

4 retained cut stations at:

- Seatown,
- Swords Central,
- Fostertown, and
- Dardistown

1 at grade station at:

- Estuary.

A multi-storey 3000 space park and ride close to the M1 Motorway is proposed at Estuary Station, a maintenance depot is proposed near Dardistown Station which will house all the facilities required for the maintenance and operation of the Metrolink and its rolling stock and the Operational Control Centre.

The works will also include railway signalling, command and control and communication systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversions of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

The proposed project is presented based on four distinct geographical areas as outlined in the application – AZ1; AZ2; AZ3 AND AZ4.

It is the latter section i.e. AZ4, of the proposed scheme that lies within the administrative area of Dublin City Council. The route of the metro runs for its entirely underground through Dublin City Council's area with 'pop ups' / above ground structures for the stations entrances, intervention shaft etc. The project comprises the following underground stations within the administrative area of DCC.

- Ballymun,
- Collins Avenue,
- Griffith Park,
- Glasnevin,
- Mater,
- O'Connell Street,
- Tara,
- St. Stephen's Green, and
- Charlemont

While not in the administrative area of Dublin City Council the area north of the LAP/ DCC administrative boundary, between St. Margaret's Road and the M50, forms a crucial contextual zone for the Ballymun

LAP, referred to in the LAP as the “Ballymun M50” lands. DCC is a key landowner of these lands which lie within Fingal County Council's administrative area. The LAP sets out the strategic vision for the “Ballymun M50” lands, which accords with the provisions of the FCC Development Plan 2017-2023. DCC's Forward Planning Team have examined the MetroLink proposals as they relate to the Northwood Station, located within the FCC area, on lands owned (in part) by DCC, and also the Ballymun Station, located within DCC administrative area on lands owned by DCC.

The boundary of the proposed scheme also includes areas of land-take to facilitate the construction and operational phases of the development.

The scope of this report deals with demonstrating how the proposed overall development is in accordance with national and regional policy and in particular with the policies and objectives of the Dublin City Development Plan 2022 – 2028 in force since 14th December 2022.

Relevant Planning History

Significant and/or relevant applications within DCC's administrative area at, or in close proximity to the stations on the route include:

- **Bus Connects:**

Current application: HA29.314610: BusConnects Ballymun/Finglas to City Centre Core Bus Corridor Scheme. LA Road Development. Case to be decided by An Bord Pleanála by 29/03/2023

- **Ballymun**

3131/21 (Local Authority Works) Part 8 Proposal at Ballymun Civic Plaza, Shangan Road, Ballymun, Dublin 11. Development to improve the public realm within Ballymun plaza through a series of landscape enhancements that aims to create an identifiable central core within Main Street to act as a focal point for Ballymun. City Council Approved.

3428/18: (Local Authority Works): Part 8 Application on the site of Ballymun Shopping Centre, Ballymun, Dublin 11 for the following: proposed demolition of the existing shopping centre and former health centre at the location bounded by Main Street (to the East), Balbutcher Lane South (to the North), and Sillogue Road (to the West and South). No new construction works proposed at this time, other than those necessary to secure the site or divert services. The redevelopment of the site will be the subject of a separate planning application. City Council Approved

- **Glasnevin**

LRD6001/22-S3A (DCC Ref) / LH29N.315062: Site at Daneswell Place, former Printworks/Smurfit Site, Botanic Road, Glasnevin, Dublin 9. Permission granted for 168 no. apartment units; crèche; café; resident amenity space; and an amenity management and a resident's gym. Granted permission by DCC. This decision was subject to an appeal. This appeal has not yet been decided.

SHD0028/20 (ABP-308875-20) Phibsborough Shopping Centre. SHD application for alterations to the permitted development, as permitted under DCC Reg. Ref.: 2628/17, ABP Reg. Ref.: ABP-300241-17, which included student accommodation, to now consist of the development of Build To Rent Shared Accommodation and other minor alterations to the permitted development. Permission granted, subject to conditions.

SHD0004/21 (ABP-309345-21) Old Bakery Site 113 Phibsborough Road, Cross Guns Bridge, Phibsborough. SHD application for 205 No. Build to rent units and associated site works. Permission granted, subject to conditions.

4290/19: Application for a single storey extension 24.6m² to existing store at side and rear of Brian Boru Public House, 5 Prospect Road, Glasnevin, Dublin 9. Permission Granted subject to conditions including Condition No. 5. *This Planning Permission is granted for a limited period of 2 years from the date of this grant at which date the Permission shall cease and the extension /structure shall be removed and the land returned to its former state unless a further Permission has been granted before the expiry of that date.* Reason: To comply with the provisions of the National Transportation Strategy for the area

4062/19: Application for Retention permission is sought for a retractable canvas roof and ancillary site works to the rear of The Brian Boru, 5 Prospect Road, Glasnevin, Dublin 9 (previously approved under Reg. Ref. 3844/10 for a period of 3 years and Reg. Ref. 2961/14 for a period of 5 years). The proposed structure is located over an existing long established beer garden/patio in use for the consumption of food and drink at the Brian Boru, 5, Prospect Road, Glasnevin, Dublin 9. Permission subject to conditions including Condition No. 4. *This grant of retention permission relates only to that development stated in the statutory public notices i.e. 'Retention of a Retractable Canvas Roof and Ancillary Site Works'. It does not approve the continued use of the patio area as a smoking/drinking/eating area.* REASON: To clarify the extent of the permission hereby granted.

Plan No. 3526/21 ABP-312150-21; Prospect House, 2-3 Prospect Road, Glasnevin, Dublin 9. Application for the construction of a three-storey extension, over parking level, to the rear of the existing building, comprising of: 584sqm of office space and 294sqm of media rooms and associated staff welfare facilities; 8 no. car parking spaces and 8 no. bicycle storage spaces at lower ground floor level; a bin store and plant room at the lower ground floor; and, all associated engineering and site development works necessary to facilitate the development.

Refused by DCC for 3 reasons including the following reason:

The application site forms a critical future Urban Transport Node comprising a rail interchange station with linkages to Bus Connects at surface level along the R108 (Prospect Road). Due to the proposed development being located on lands earmarked for acquisition and demolition, as part of the MetroLink project, it would be inappropriate to further develop this land in the interest of protecting and facilitating the development of the MetroLink project. The proposed development fails to take account of proposals for MetroLink rail infrastructure and the proposed Glasnevin MetroLink station, a future transportation interchange hub. It is considered that the proposed development would compromise the delivery of the Metrolink and DART+ projects and therefore would be contrary to Policies MT03 and MT04 and Section 8.5.3 (Public Transport) of the Dublin City Development Plan 2016 -2022 and would be contrary to the proper planning and sustainable development of the area. This decision was subject to an appeal. This appeal has not yet been decided.

4791/19 (ABP-307609-20) 113, Phibsborough Road / Royal Canal Bank, Dublin 7
9 apartments over café, in 6 storey block. Permission granted subject to conditions.

2870/15 (Local Authority Works): Application for proposed construction by Dublin City Council of the Proposed Royal Canal Greenway - Sheriff Street Upper, Dublin 1 to Ashtown, Dublin 15., consisting of three phases. Phase 2 to 4 inclusive. Phase 1 running from Guild Street to Sheriff Street Upper is already constructed.

Phase 2: Sheriff Street Upper, Dublin 1 to North Strand Road, Dublin 1.

The proposed works shall comprise the construction of circa 520m of cycle and pedestrian route and landscaping between Sheriff Street Upper, Dublin 1 and the Ossory Road Railway Bridge along the western bank of the canal; c. 177 m of earth ramp and 7 span concrete bridge between Ossory Road Railway Bridge and North Strand Road (Newcomen Bridge - Protected Structure), Dublin 1.

Phase 3: North Strand Road, Dublin 1 to Phibsborough Road, Dublin 7.

The proposed works shall comprise the construction of c. 2.1 km cycle and pedestrian route from North Strand Route (Newcomen Bridge - Protected Structure) to Phibsborough Road. The route shall traverse past Clarke's Bridge and Binns Bridge, both Protected Structures.

Toucan (pedestrian and cycle) crossings shall be provided at the following locations:

North Strand Street / Newcomen Bridge; Summerhill Parade/ Clarke's Bridge; Russell Street / Russell Street Bridge; Drumcondra Road Lower / Binn's Bridge; Phibsborough Road / Cross Guns Bridge. Two

new pedestrian / cycle bridges and associated ramps are proposed to facilitate the route at Croke Park south east of Russell Street and at the 3rd Royal Canal Lock.

Phase 4: Phibsborough Road, Dublin 7 to Ashtown, Dublin 15.

The proposed works shall comprise the construction of c. 4.3 km of cycle and pedestrian route from Phibsborough Road, Dublin 7 - Cross Guns Bridge to Ashtown, Dublin 15 along the northern towpath. The works traverse past Broome Bridge (Protected Structure) and H.S. Reilly's Bridge (Protected Structure). A Toucan (pedestrian and cycle) crossing is proposed at Broombridge Road/ Broome Bridge.

In addition, for all 3 Phases of the Scheme the proposed works shall include: the provision of new public lighting, CCTV, gateways to prevent inappropriate motor vehicle access and other ancillary services along the entire route.

An Ecological Report and Built Heritage & Conservation Report accompanied the application.

City Council Approved

- **Mater**

3400/21 / ABP-312766-22: Permission granted for retention and completion of seven to nine storey Covid emergency extension block (13,563m²) (plus pop-up tenth floor level stairs and lift access to rooftop) to the south of the existing modern hospital on Eccles Street, with 98 hospital beds, three retail units and ancillary office and support accommodation; development includes 24 cycle spaces and ambulance access at the Eccles Street frontage (decision upheld on appeal) at the Mater Hospital

Plan No. 3618/20 – permission granted subject to conditions for construction of a four-storey clinical extension within the centre of the hospital campus (total additional floor area of 1,323.5m²) at the Mater Hospital

Plan No. 3617/20 – permission granted subject to conditions for single storey extension to existing emergency department (324m²) at the Mater Hospital

Plan No. 3616/20 – permission granted subject to conditions for rooftop extension to the Whitty wing (1,201m²). at the Mater Hospital

4145/22: 364-374 North Circular Road, Royal Canal Bank and 168-169 Phibsborough Road (former Des Kelly site). Includes demolition of all buildings on site (with the exception of 168 Phibsborough Road) and construction of new mixed use development with two retail units, coffee shop and 80 apartments in a development ranging in height from three to eight storeys. 28 car parking spaces and 186 cycle parking spaces are also proposed. The AI request also requires the applicant to liaise with the NTA to ensure that the development does not prejudice the Metrolink and BusConnects projects. Decision pending at time of writing report

3361/22 (ABP-314691-22) Application at the Corner of Brunswick Street North and Church Street Upper, Dublin 7. Application for the construction of 52 residential units within three apartment blocks ranging from 3 to 8 storeys, with a ground floor unit in Block A. Permission is sought for all associated site development works, an ESB substation at ground floor level onto Church Street Upper, landscaping/public realm works and 108 no. bicycle parking spaces. Permission granted, subject to conditions. This decision was subject to a third party appeal. This appeal has not yet been decided at time of writing report

2080/17 58-64, Dominick Street Upper Application for the demolition of the existing vacant commercial building on part of the site and the construction of a 6 storey over lower ground floor/basement level student accommodation development (247 no. bed spaces in 50 no. clusters, including 16 no. studios), including setback at fifth storey from Dominick Street Upper (north elevation) and to the west elevation. Planning permission was granted, subject to conditions.

- **O'Connell Street Station**

Current application 5126/22: PROTECTED STRUCTURE: Application for Permission for a period of 11 years at a site, 'Dublin Central – Site 2' (c. 1.33 Ha), at No. 43 (a Protected Structure), No. 44 (a

Protected Structure), Nos. 45 – 49, Nos. 50 – 51 O'Connell Street Upper (a vacant site), Nos. 52 – 54 (a Protected Structure), Nos. 55 – 56, No. 57 (a Protected Structure), No. 58 (a Protected Structure) and No. 60A O'Connell Street Upper and the rear of Nos. 59 – 60 O'Connell Street Upper, Dublin 1. Also, the site includes No. 13 Moore Lane, No. 14 Moore Lane (otherwise known as Nos. 1 – 3 O'Rahilly Parade and Nos. 14 – 15 Moore Lane or Nos. 1 – 8 O'Rahilly Parade and Nos. 14 – 15 Moore Lane) and the public realm associated with O'Rahilly Parade, Moore Lane, Henry Place and a portion of O'Connell Street Upper, Dublin 1. The site is otherwise bound by Henry Place and Nos. 59 – 60 O'Connell Street Upper to the south, the east side of Moore Lane to the west and west side of O'Connell Street Upper to the east and No. 42 O'Connell Street Upper to the north.

The proposed development, in summary, comprises a mixed-use scheme (c. 38,479 sq. m gross floor area) ranging in height from 2 – 8 storeys over single level basements including a new street between O'Connell Street Upper and Moore Lane, a new controlled Laneway from Moore Lane (adjacent No. 42 O'Connell Street Upper – a Protected Structure). A structural box (120m length, 26m width, 34.5m depth) beneath the ground floor level that has been designed to accommodate the independent construction and operation of the planned O'Connell Street MetroLink Station by Transport Infrastructure Ireland, including provision of the structural envelope and co-ordinated voids to accommodate station entrances, ventilation and fire escape shafts through this part of the Dublin Central proposed development. These ensure that the Dublin Central proposed development is structurally independent of, and not prejudicial to, the MetroLink project. The MetroLink project will be the subject of a separate application for approval to be made by Transport Infrastructure Ireland. This part of the Dublin Central proposed development is referred to as the MetroLink Enabling Works; The application site is within the O'Connell Street Architectural Conservation Area. An Environmental Impact Assessment Report (EIAR) accompanies this application. Decision pending

Current application 5127/22: Permission at a site (c.0.02Ha), at No. 61 O'Connell Street Upper (a Protected Structure), including rear onto Henry Place, Dublin 1. The site is otherwise bound by No. 62 O'Connell Street Upper to the south, the east side of Henry Place to the west, the west side of O'Connell Street Upper to the east and No. 60 O'Connell Street Upper to the north. The proposed development comprises the conservation, repair, refurbishment and adaptive reuse of an existing commercial building (4 storey over basement). The application site is within the O'Connell Street Architectural Conservation Area. An Environmental Impact Assessment Report (EIAR) accompanies this application. Decision pending.

Plan No. 2861/21: Application for proposed development of a mixed-use scheme (c. 15,842.4 sq. m gross floor area) at 36-41 Henry Street, 1-9 Moore Street, 3-13 Henry Place, Charles Court & Mulligan Lane, Dublin 1. Granted by DCC. Decision appealed to ABP. Decision pending at time of writing report.

Plan No. 2862/21: Application for a proposed development of a mixed-use scheme (c. 3,290 sq. m gross floor area). Granted by DCC. Decision appealed to ABP. Decision pending at time of writing report.

Plan No 2863/21: Application for a proposed mixed-use scheme in a single building (c. 6,478 sq. m gross floor area). Granted by DCC. Decision appealed to ABP. Decision pending at time of writing report

Plan No. 3442/16: Planning application for development at a circa 0.64 hectare site located at 18-27 O'Connell Street Lower, Sackville Place, Earl Place and Earl Street North (known as the **Clerys Building**, A protected structure), Nos 13,14 and 15 Earl Place (Clerys warehouse), and Nos 94 and 95 Marlborough Street, Dublin 1. The application site includes Earl place, from Sackville Place to Earl Street North, and the existing link bridge between the building at Nos 18-27 O'Connell Street Lower and the building at Nos 13,14 and 15 Earl Place. Decision XXXX

- **Tara Street**

2583/20 - Apollo/College House, Tara Street, Dublin 2 (D02 N920) / ABP-307854-20 (Appeal Withdrawn)

Application for development consisting of addition to and the amendment of previous permissions relating to the former College House and former Screen Cinema (DCC Reg. Ref. 3637/17 ABP Ref: PL29S.300709) and the former Apollo House (DCC Reg. Ref.: 3036/16, ABP Ref: PL29S.24907) and as amended by DCC Reg. Ref.: 2415/19 and DCC Reg. Ref.: 3668/19, ABP Ref: PL29S.305652 Permission Granted subject to conditions.

3794/18 / ABP Ref ABP-302980-18: Tara House, 2-16, Tara Street, Dublin. Application for planning permission for development at a site of 0.2 ha bound by George's Quay to the north, Tara Street to the west, Poolbeg Street to the south and Tara Street Station to the east. The site includes Tara House, 2-16 Tara Street, Dublin 2. D02 W597 and existing Tara Street Station concourse accessed from George's Quay. Kennedy's Public House (The Workshop) at no. 10 George's Quay is contiguous but does not form part of the site or the application. No. 10 George's Quay (Licensed Premises) is a Protected Structure RPS 3175. The development includes the following: Demolition of existing Tara House Office Building (1,417 sq. metres) and associated buildings at 2-16 Tara Street, Dublin 2, D02 W597. Construction of a new 22 storey landmark office and hotel development with a rooftop restaurant over 2 no. levels of basement accommodation with an overall gross floor area of c. 16,557 sq. metres and to include an upgraded public concourse serving Tara Street Station. The maximum height of the building is 88 metres above ground level. Permission Refused by Dublin City Council. Permission Granted subject to conditions on appeal to An Bord Pleanála

- **St. Stephen's Green**

2062/21 / AN Bord Pleanála Ref ABP-311618-21 at Stokes Place, St. Stephen's Green South and Harcourt Street, Dublin 2. Application for Planning permission with a life of 7 years, at a site (c.0.7 ha for a proposed office redevelopment comprising office redevelopment Granted Permission by Dublin City Council. Decision appealed. Final Decision pending

2016/19 / ABP-305501-19: Block A Ardilaun Centre, St. Stephen's Green, Dublin 2, D02 AF59, No. 4, Proud's Lane, Dublin 2, D02 WY28, part of No. 26 York Street, Dublin 2, D02 P796 and part of the courtyard of the Ardilaun Centre, Dublin 2. Application for the development of an education and research building on a site of c. 0.3945 hectares. Permission Granted subject to conditions

- **Charlemont**

3486/20 / ABP 309011-20: Application for development consisting of amendments to the development permitted under Reg. Ref.: 2373/17 and An Bord Pleanála Reg. Ref.: ABP-300873-18, as previously amended under Reg. Ref.: 4755/19 at 2, Grand Parade, Dublin 6 & Dartmouth Road, Dublin 6. Permission Granted subject to conditions.

4755/19 : Application for development at 2 Grand Parade, Dublin 6 and Dartmouth Road, Dublin 6. The application site contains the former Carroll's Building which is a Protected Structure (RPS Ref.: 3280) and a number of outbuildings. The proposed development consists of amendments to the development permitted under Reg. Ref.: 2373/17 and An Bord Pleanála Reg. Ref.: ABP-300873-18. Permission Granted subject to conditions.

2373/17/ ABP Ref ABP-300873-18

Development will consist of refurbishment and alterations to the existing 8 storey Carroll's Building (a protected structure RPS Ref. 3280 at 2, Grand Parade, Dublin 6, D06 CX34. Permission Granted subject to conditions.

4148/09 (Local Authority Works): Application for Premium cycle route - Grand Canal Cycle Route and Sutton to Sandycove Docklands Route at Grand Canal Cycle Route & Sutton To Sandycove Docklands Route. City Council Approved

Policy Context

The requirement and support for the proposed project is supported in national, regional and local policy including in the following policy documents:

National Policy

Programme for Government:

In relation to new transport infrastructure, the Government is committed to a 2:1 ratio of expenditure between new public transport infrastructure and new roads over its lifetime. Specifically, the Government will prioritise plans for the delivery of Metrolink, Luas and other light rail expansion,

National Development Plan (NDP) As part of Project Ireland 2040 the NDP sets out the government's over-arching investment strategy and budget for the period 2021 – 2030. NSO 4 of the NDP focuses on Sustainable Mobility and prioritises investment in area of public transport including MetroLink.

National Planning Framework (NPF) Project Ireland 2040

The National Planning Framework is the Government's high level strategic plan for shaping the future growth and development of the country to 2040. The NPF sets out 10 National Strategic Outcomes (NSOs) with Sustainable Mobility identified as one of the NSOs. The National Planning Framework (NPF) (Project Ireland 2040) identifies 10 National Strategic Outcomes (NSOs) for the future growth and sustainable development of Ireland, including Compact Growth. It states that at least 50% of all new homes for Dublin City and suburbs are required to be delivered within and adjoining its existing built-up footprint. To achieve this, the NPF identifies the reusing of large and small 'brownfield' land, infill sites, and underutilised lands at locations well served by existing and planned public transport. The NPF particularly highlights the need to focus on underutilised lands within the canals and the M50 ring. Delivering the Metrolink is a key component of the framework and is specifically referred to in the NPF as a "Key future growth enabler for Dublin".

Climate Action Plan (CAP) 2021

The CAP 2020 sets out a sectoral roadmap designed to deliver a 51% reduction in greenhouse gas emissions (GHG) emissions by 2030. Action 247 of the CAP is to "Commence delivery of MetroLink".

Regional Level

Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly (RSES) 2019-2031.

The Regional Spatial and Economic Strategy (RSES) prepared for the Eastern and Midlands Regional Assembly Region (EMRA) in 2019 gives effect to the NPF at regional level.

The principal aim of the 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 Region. The RSES is underpinned by three key principles, i.e. place-making, climate action and sustainable economic opportunity and growth. Sixteen Regional Strategic Outcomes (RSOs) are set out which are broadly aligned with the National Strategic Outcomes of the NPF.

It seeks the consolidation and re-intensification of infill, brownfield, and underutilised lands within Dublin City and its suburbs. 50% of all new homes within Dublin City and its suburbs are to be located in the existing built-up area. To facilitate this growth the RSES also includes a Metropolitan Area Strategic Plan (MASP) for Dublin. The MASP directs future growth to identified Strategic Development Areas located on existing and planned strategic transport corridors and anticipates future growth will also be accommodated on infill development lands in the city.

The Dublin MASP sets out a list of key transport infrastructure investments in the Metropolitan Area as supported by National policy (RPO 8.8, RPO 8.14) to promote mobility management, sustainable transport use and the delivery of rail projects, including Metrolink. Overall, the RSES clearly supports the delivery of key sustainable transport projects including Metrolink as set out in objectives throughout the plan, including RPO 4.31; RPO 5.2; RPO 8.18

NTA Greater Dublin Area Transport Strategy 2022-2042

The Greater Dublin Area Transport Strategy 2022 – 2042 provides a framework for a sustainable transport network for the long term. Key projects include:

- MetroLink from Charlemont to Swords via Dublin Airport, with construction date due to commence during the Development Plan period;
- The BusConnects programme which includes the following:
 - Dublin Area Bus Network Redesign which provides for significantly enhanced bus services, with a completion date by 2024 and
 - The Core Bus Corridor Projects which will provide bus priority on the radial routes, with a completion date by 2030;
- DART+ Programme, with construction to commence during the Development Plan period and
- Luas Finglas with a Railway Order due to be submitted by 2030.
- Greater Dublin Area Cycle Network Plan.

Over the course of the development plan, it is expected that these key infrastructural projects will either be delivered or be at an advanced stage of design/planning. The alignment of future growth and key public transport infrastructure is a key consideration of the plan.

The *Transport Strategy for the Greater Dublin Area 2016-2035* (NTA 2016) provides a framework for developing a sustainable transport network with the purpose of the strategy *“to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods”*. Key public transportation projects for Dublin City include:

- Metrolink – proposed rail link from the City Centre to Dublin Airport / Swords. Both the Luas and Bus Connects are being designed to integrate and interchange with Metrolink as part of a wider strategic transport network for Dublin.
- Luas - expansion of the existing network. Luas Cross City has provided two stops on O’Connell Street by connected the exiting Luas Red and Green Lines. It has made the historic O’Connell St district more accessible to visitors, and the main attractions in the O’Connell Street area (i.e. GPO’s Witness History, The Gate Theatre, The Abbey Theatre, and the Dublin City Hugh Lane Gallery).
- Bus Connects – enhancement of Dublin’s bus network along with several identified Core Bus Corridors. O’Connell Street will be a focal point for significant interchange on the network.

Citywide Policy

Dublin City Development Plan 2022 – 2028

The Dublin City Development Plan December 2022 – 2028 came into force on 14/12/2022. It sets out the policy context for Dublin City for the next six years to 2028. A significant number of policies have relevance for the delivery of transport infrastructure in the city, including the Metrolink.

The core strategy set out in the development plan is to develop a low carbon, sustainable and climate resilient capital city, where people will choose to live, work, experience city living, invest and socialise. The vision for the city is that, within the next ten years, it will have an established international reputation as a city region that is one of Europe’s most sustainable, dynamic and resourceful. It is envisaged that the city will be beautiful, compact city, with a distinct character and a vibrant culture, and with a diverse, green and innovation-based economy. The city will be a socially inclusive city of urban neighbourhoods

based on the principle of the 15-minute city, which allows people's daily requirements to be reached within 15 minutes by foot, bicycle or public transport, and is therefore compact. All development will be connected by exemplary public transport, cycling and walking systems.

The following sections of the Dublin City Development Plan 2022 - 2028 are considered of particular relevance to the project:

Chapter 1 - Strategic Context and Vision

1.9.7 NTA Greater Dublin Area Transport Strategy 2022-2042

The Greater Dublin Area Transport Strategy 2022 – 2042 provides a framework for a sustainable transport network for the long term. Key projects include:

- MetroLink from Charlemont to Swords via Dublin Airport, with construction date due to commence during the Development Plan period;
- The BusConnects programme which includes the following:
 - Dublin Area Bus Network Redesign which provides for significantly enhanced bus services, with a completion date by 2024 and
 - The Core Bus Corridor Projects which will provide bus priority on the radial routes, with a completion date by 2030;
- DART+ Programme, with construction to commence during the Development Plan period and
- Luas Finglas with a Railway Order due to be submitted by 2030.
- Greater Dublin Area Cycle Network Plan.

Over the course of the development plan, it is expected that these key infrastructural projects will either be delivered or be at an advanced stage of design/planning. The alignment of future growth and key public transport infrastructure is a key consideration of the plan.

Chapter 2 – Core Strategy

2.1.2 Policy Context

National Transportation Authority - Greater Dublin Area Transport Strategy 2022 – 2042

The Transport Strategy for the Greater Dublin Area (GDA), prepared by the National Transportation Authority (NTA), provides a framework for a sustainable transport network for the long term. The Core Strategy will promote development and appropriate intensification along the routes of the three key public transport projects to be developed over the development plan period comprising Bus Connects (2021 – 2023), the Metrolink to Dublin Airport/Swords (2021 - 2027) and the Luas to Finglas (2028).

Chapter 3 – Climate Action

3.5.1 Sustainable Settlement Patterns

CA4 Improving Mobility Links in Existing Areas

To support retrofitting of existing built-up areas with measures which will contribute to their meeting the objective of a low-carbon city, such as reopening closed walking and cycling links or providing new links between existing areas.

Chapter 5 - Quality Housing and Sustainable Neighbourhoods

5.5.3 Healthy Placemaking and the 15-Minute City

QHSN11 15-Minute City

To promote the realisation 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, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.

Chapter 7 - The City Centre, Urban Villages and Retail

7.5.8 Public Realm

CCUV37 Plan Active and Healthy Streets

To promote the development of a network of active, healthy, attractive, high quality, green, and safe streets and public spaces which are inviting, pedestrian friendly and easily navigable. The aspiration is to encourage walking as the preferred means of movement between buildings and activities in the city. In the case of pedestrian movement within major developments, the creation of a public street is preferable to an enclosed arcade or other passageway.

CCUV38 High Quality Streets and Spaces

To promote the development of high-quality streets and public spaces which are accessible and inclusive in accordance with the principles of universal design, and which deliver vibrant, attractive, accessible and safe places and meet the needs of the city's diverse communities regardless of age, ability, disability or gender.

CCUV39 Permeable, Legible and Connected Public Realm

To deliver a permeable, legible and connected public realm that contributes to the delivery of other key objectives of this development plan namely active travel and sustainable movement, quality urban design, healthy placemaking and green infrastructure.

CCUV40 Public Safety

To promote the development of a built environment and public spaces which are designed to deter crime and anti-social behaviour and which promote safety, as set out in the 'Your City Your Space' Public Realm Strategy 2012.

CCUV41 New Infrastructure Development

Infrastructure projects in Dublin City should ensure place-making outcomes through a design-led approach. Dublin City Council will work the relevant agencies / infrastructure providers to achieve public realm enhancements in the design, implementation and delivery of infrastructure projects.

CCUV42 Public Realm – City Centre

To move to a low traffic environment generally and to increase the amount of traffic free spaces provided in the city centre over the lifetime of the Plan as well as create new high quality public realm areas where possible taking into account the objective to enhance access to and within the city centre by public transport, walking and cycling.

CCUV44 New Development

That development proposals should deliver a high quality public realm which is well designed, clutter-free, with use of high quality and durable materials and green infrastructure. New development should create linkages and connections and improve accessibility.

CCUVO22 Manage Pedestrian Wayfinding System

To manage the Pedestrian Wayfinding System in consultation with relevant Governments Departments, state agencies (e.g. Fáilte Ireland, Transport Infrastructure Ireland), national cultural institutions and other civic interests in order to ensure the provision of appropriate signage for the principal places of interest in the city.

Chapter 8 - Sustainable Movement and Transport

8.5.1 Addressing Climate Change through Sustainable Mobility

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.

SMT2 Decarbonising Transport

To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.

SMT01 Transition to More Sustainable Travel Modes

To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/LUAS); and 17% private (car/van/HGV/motorcycle).

8.5.2 Effective Integration of Land use and Transportation

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.

SMT5 Mobility Hubs

To support the development of mobility hubs at key public transport locations and local mobility hubs in tandem with new developments to include shared car and micro mobility initiatives, creating a vibrant, accessible and liveable place to support the transportation experience.

8.5.3 Public Realm, Place Making and Healthy Streets

SMT9 Public Realm in New Developments

To encourage and facilitate the co-ordinated delivery of high quality public realm in tandem with new developments throughout the city in collaboration with private developers and all service/utility providers, through the Development Management process.

SMT10 Pedestrian Network

To protect, improve and expand on the pedestrian network, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions whilst ensuring accessibility for all, including people with mobility impairment and/or disabilities, older persons and people with children.

SMT02 Improving the Pedestrian Network

To improve the pedestrian network, and prioritise measures such as the removal of slip lanes, the introduction of tactile paving, ramps, raised tables and kerb dishing at appropriate locations, including pedestrian crossings, street junctions, taxi ranks, bus stops and rail platforms in order to optimise safe accessibility for all users.

8.5.5 City Centre and Urban Villages- Access and Functional Needs

SMT12 Urban Villages and the 15-Minute City

To support the role of the urban villages in contributing to the 15-minute city through improvement of connectivity in particular for active travel and facilitating the delivery of public transport infrastructure and services, and public realm enhancement.

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.

SMT05 Review of the City Centre Transport Study

To review the City Centre Transport Study 2016 in collaboration with the NTA in the lifetime of the plan, setting out a clear strategy to prioritise active travel modes and public transport use, whilst ensuring the integration of high quality public realm.

8.5.6 Sustainable Modes

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 expeditious delivery of key sustainable transport projects 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 and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained:

- DART +
- Metrolink from Charlemount to Swords
- Bus Connects Core Bus Corridor projects

- Delivery of Luas to Finglas
- Progress and delivery of Luas to Poolbeg and Lucan

SMT21 The Rail Network and Freight Transport

- (i) To work with Iarnród Éireann/Irish Rail, the NTA, TII and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity.
- (ii) To facilitate and support the needs of freight transport in accordance with the NTA's Transport Strategy for the Greater Dublin Area 2022 – 2042 and enhance the capacity on existing rail lines and services to provide improved facilities promoting the principles of sustainable transport to cater for the movement of freight by rail.
- (iii) To support the outcomes of the Iarnród Éireann/Irish Rail Rail Freight 2040 Strategy.

SMT014 Additional Interchanges and Rail Stations

- (i) To promote and seek the development of a new interchange station at Cross Guns Glasnevin, subject to environmental requirements being satisfied and appropriate planning consents being obtained, as part of the DART+ and Metro link projects.
- (ii) To promote and seek provision of additional stations as part of the DART+ projects in consultation with Iarnród Éireann/Irish Rail.
- (iii) To promote the provision of a station at Croke Park Stadium.

SMT017 Cross Guns Bridge

To seek improvements to Cross Guns Bridge for pedestrian and cycle users, taking into consideration the BusConnects and Metrolink projects.

Chapter 9 - Sustainable Environmental Infrastructure and Flood Risk

9.5.3 Flood Management

SI21 Managing Surface Water Flood Risk

To minimise flood risk arising from pluvial (surface water) flooding in the city by promoting the use of natural or nature-based flood risk management measures as a priority and by requiring the use of sustainable drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving, and requiring the use of sustainable drainage techniques, where appropriate, for new development or for extensions to existing developments, in order to reduce the potential impact of existing and predicted flooding risk and to deliver wider environmental and biodiversity benefits, and climate adaption.

9.5.4 Surface Water Management and Sustainable Drainage Systems (SuDS)

SI22 Sustainable Drainage Systems

To require the use of Sustainable Drainage Systems (SuDS) in all new developments, where appropriate, as set out in the Greater Dublin Strategic Drainage Study (Vol 2: New Development)/ Greater Dublin Regional Code of Practice for Drainage Works and having regard to the guidance set out in Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document (DHLGH, 2021). Sustainable Drainage Systems (SuDS) should incorporate nature-based solutions and be designed in accordance with the Dublin City Council Sustainable Drainage Design and Evaluation Guide (2021) which is summarised in Appendix

12. SuDS should protect and enhance water quality through treatment at source while enhancing biodiversity and amenity.

SI23 Green Blue Roofs

To require all new developments with roof areas in excess of 100 sq. metres to provide for a green blue roof designed in accordance with the requirements of Dublin City Council's Green and Blue Roof Guide (2021) which is summarised in Appendix 11.

SI25 Surface Water Management

To require the preparation of a Surface Water Management Plan as part of all new developments in accordance with the requirements of Appendix 13 – the Council's Surface Water Management Guidance.

9.5.6 Contamination and Soil Remediation

SI33 Remediation of Contaminated Sites

That all potentially contaminated sites shall be remediated to internationally accepted standards prior to redevelopment. Any unearthed contaminants will require some form of remediation measures which may require a licence from the Environmental Protection Agency (EPA).

9.5.8 Noise Pollution

SI36 Noise Management

To support pro-active management of noise in the city through measures such as appropriate road surfaces to avoid, mitigate, minimise noise in accordance with good practice, relevant legislation and in line with the Dublin Agglomeration Environmental Noise Action Plan 2018-2023 (and subsequent plans).

9.5.9 Public and External Lighting

SI41 Lighting Standards

To provide and maintain high quality and appropriate street/ outdoor lighting on public roads, footways, cycleways, public realm throughout the city in accordance with the Council's Vision Statement for Public Lighting in Dublin City and related public lighting projects. In general, the lighting of roads and public amenity areas shall be provided in accordance with the requirements of with the latest Public Lighting Standards IS EN13201 and further updates.

SI42 Light Pollution

To not allow unnecessary, inappropriate or excessive artificial lighting and to ensure that the design of public and external lighting proposals minimises light spillage or pollution and has due regard to the character, environmental sensitivity and residential amenity of the surrounding area.

9.5.11 Digital Connectivity Infrastructure

SI47 Future-Proofing for Digital Connectivity Requirements

To require the consideration and provision of telecoms / digital connectivity infrastructure as part of the design of all Council capital projects and public projects, including public realm improvements (where appropriate), to ensure the future-proofing of capital investment in digital connectivity infrastructure in line with the EU Broadband Cost Reduction Directive Regulations (2020).

SIO26 Digital Connectivity Infrastructure Provision on Council Capital Projects/ Public Projects

To incorporate telecommunications and wireless requirements into all Council capital projects in order to future-proof provision of digital connectivity infrastructure.

Chapter 10 - Green Infrastructure and Recreation

10.5.2 Biodiversity

GI18 Minimise Impact – Light and Noise

To minimise the environmental impact of external lighting and noise at sensitive locations to achieve a sustainable balance between the needs of an area, the safety of walking and cycling routes and the protection of sensitive species such as bats (see also Section 9.5.9 Public & External Lighting).

10.5.7 Urban Forest

GI41 Protect Existing Trees as Part of New Development

To protect existing trees as part of new development, particularly those that are of visual, biodiversity or amenity quality and significance. There will be a presumption in favour of retaining and safeguarding trees that make a valuable contribution to the environment.

10.5.8 Sport, Recreation and Play

GI49 Protection of Existing and Established Sport and Recreational Facilities

To protect existing and established sport and recreation facilities, including pitches, unless there is clear evidence that there is no long term need for the facility; unless the loss would be replaced by equivalent or better provision in terms of quantity or quality in an accessible and suitable location; or the development is for alternative sports and recreational provision, or required to meet other open space deficiencies, the benefits of which would clearly outweigh the loss of the former or current use.

Chapter 11: Built Heritage and Archaeology

11.5.3 Built Heritage Assets of the City

BHA18 Historic Ground Surfaces, Street Furniture and Public Realm

(a) To protect, conserve and retain in situ historic elements of significance in the public realm including milestones, jostle stones, city ward stones, bollards, coal hole covers, gratings, boot scrapers, cast iron basement lights, street skylights and prisms, water troughs, street furniture, post boxes, lampposts, railings and historic ground surfaces including stone kerbs, pavement flags and setts and to promote conservation best practice and high standards for design, materials and workmanship in public realm improvements within areas of historic character, having regard to the national Advice Series on 'Paving: The Conservation of Historic Ground Surfaces' (2015).

(b) To maintain schedules of stone setts, historic kerbing and historic pavers/flags, and associated features in the public realm, to be protected, conserved or reintroduced (Appendix 6 and to update and review these schedules during the period of this development plan.

11.5.5 Archaeological Heritage

BHA26 Archaeological Heritage

1. To protect and preserve Record of Monuments and Places (RMP) as Established under Section 12 of the National Monuments (Amendment) Act 1994. which have been identified in

the Record of Monuments and Places and the Historic Environment Viewer (www.archaeology.ie) and all wrecks over 100 years old including those in the Shipwreck Inventory of Ireland.

2. To protect archaeological material in situ by ensuring that only minimal impact on archaeological layers is allowed, by way of re-use of standing buildings, the construction of light buildings, low impact foundation design, or the omission of basements (except in exceptional circumstances) in the Zones of Archaeological Interest.

3. To seek the preservation in situ (or where this is not possible or appropriate, as a minimum, preservation by record) of all archaeological monuments included in the Record of Monuments and Places; all wrecks and associated objects over 100 years old; and of previously unknown sites, features and objects of archaeological interest that become revealed through development activity. In respect of decision making on development proposals affecting sites listed in the Record of Monuments and Places, the Council will have regard to the advice and/or recommendations of the Department of Housing, Heritage and Local Government.

4. Development proposals within Record of Monuments and Places (RMP) as Established under Section 12 of the National Monuments (Amendment) Act 1994, of sites over 0.5 hectares size with potential underwater impacts and of sites listed in the Dublin City Industrial Heritage Record, will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged.

5. To preserve known burial grounds and disused historic graveyards. Where disturbance of ancient or historic human remains is unavoidable, they will be excavated according to best archaeological practice and reburied or permanently curated.

6. Preserve the character, setting and amenity of upstanding and below ground town wall defences.

7. Development proposals in marine, lacustrine and riverine environments and areas of reclaimed land shall have regard to the Shipwreck Inventory maintained by the Department of Housing, Local Government and Heritage and be subject to an appropriate level of archaeological assessment

8. To have regard to national policy documents and guidelines relating to archaeology and to best practice guidance published by the Heritage Council, the Institute of Archaeologists of Ireland and Transport Infrastructure Ireland.

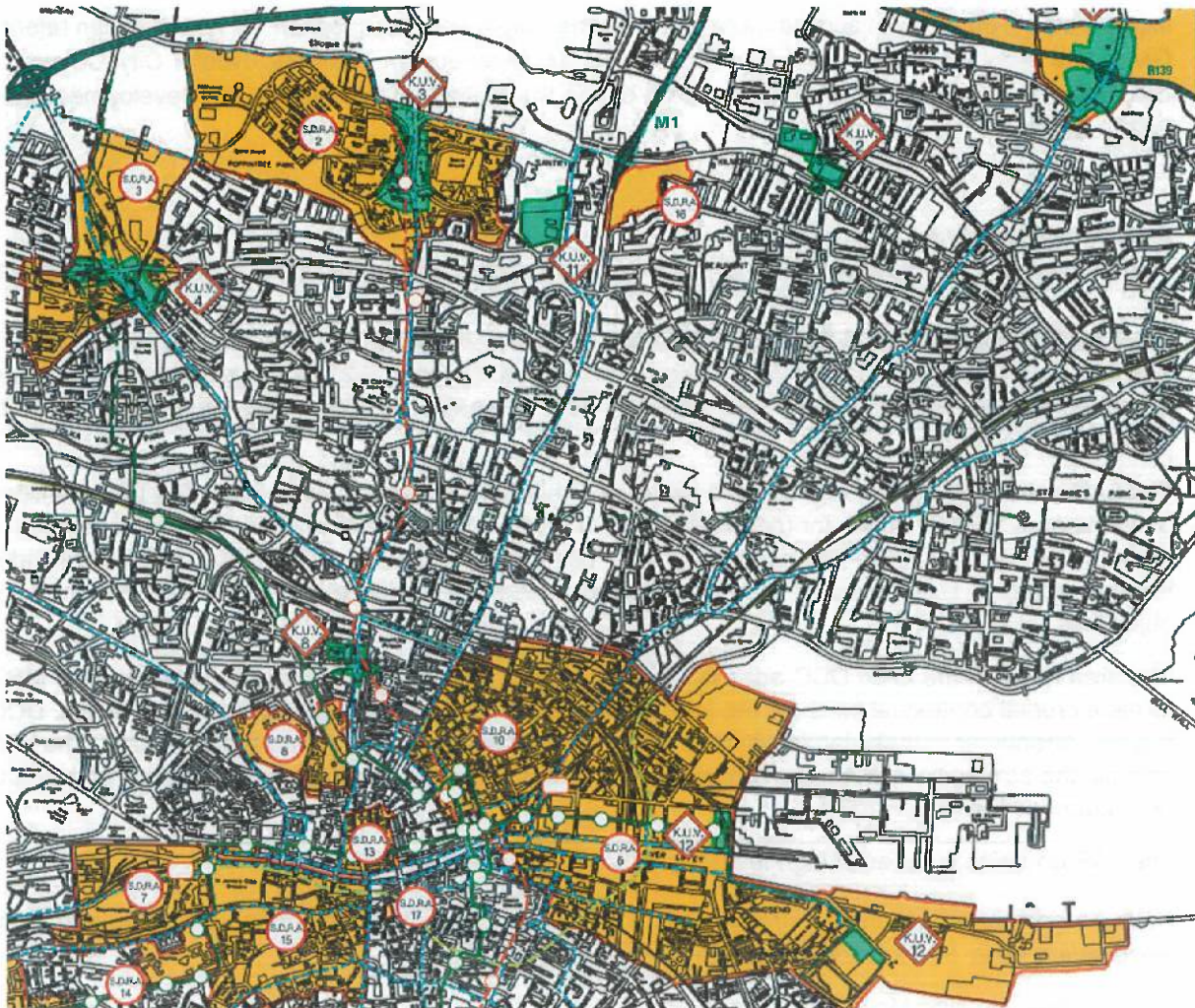
BHA019 Built Heritage and Archaeology

To provide for the protection, preservation and promotion of the built heritage, including architectural heritage and archaeological heritage and underwater heritage and support the in situ presentation and interpretation of archaeological finds within new developments.

Chapter 13: Strategic Development Regeneration Areas

Strategic Development and Regeneration Areas (SDRAs) are identified in the Development Plan as areas capable of delivering significant quantum of homes and employment for the city.

Stations and associated development fall into the boundaries of SDRAs 2, 6 and 10. Map K of Dublin City Development Plan 2022 – 2028 refers. See extract below:



SDRA 2 – Ballymun

Significant progress has been achieved in implementing the LAP including the completion/ near completion of five sites totalling c. 5.8 ha providing new affordable and social housing; student housing and retail on the Main Street; and new enhanced linkages at Hampton Woods. The remaining sites have the capacity to deliver between 2,200 – 2,350 new housing units, new commercial and employment opportunities having regard to compact growth principles, development of infill sites and intensification of development along the proposed new Metrolink route. Remaining development sites will be guided by the Local Area Plan for Ballymun and the high level guiding principles set out in the LAP.

SDRA 6 – Docklands

Given the variety of urban fabric within the SDRA, a focused approach is necessary taking account of existing characteristics and regeneration opportunities. A key Movement and Transport Guiding Principle is “to enhance public realm to accommodate increased pedestrian movement”.

SDRA 10 - North East Inner City

Under the Development Plan the North East Inner City has been designated as an SDRA. This SDRA has an area of 161 ha and includes the O’Connell Street to Moore Lane incorporating the Carlton Site (2.2ha) site). Any scheme for this site should be based on a comprehensive masterplan that

incorporates a convenient access route to the planned Metrolink stop (section 13.12 of the plan refers). Given the significance of this entire SDRA and its regeneration potential, Dublin City Council is committed to preparing an LAP for this area during the lifetime of the Dublin City Development Plan 2022 – 2028.

Area Specific Plans

This section references the following plans currently active within the area of the proposed route.

2.2.2.1.2.1 Ballymun Local Area Plan 2017 (as extended to 2027)

The LAP was adopted in October 2017 as a 6-year plan. In October 2022 DCC elected members voted to extend the life of the LAP up until October 2027 to enable the continued implementation of its objectives.

The LAP covers an area of approx. 270 hectares within DCC's administrative area. The LAP identifies 31 no. vacant sites available for (re)development. While a small number of sites have been developed since the LAP adoption, there remains a significant amount of undeveloped land. These lands are under the ownership of DCC which is actively engaged in seeking the development of sites per the LAP objectives.

The area north of the LAP/ DCC administrative boundary, between St. Margaret's Road and the M50, forms a crucial contextual zone for the LAP, referred to in the LAP as the "Ballymun M50" lands. DCC is a key landowner of these lands which lie within Fingal County Council's administrative area. The LAP sets out the strategic vision for the "Ballymun M50" lands, which accords with the provisions of the FCC Development Plan 2017-2023.

The LAP contains a series of high-level key principles for the area, including:

***KP5:** To complete outstanding infrastructure to enhance connectivity both within Ballymun and to the surrounding area, and to service the remaining development sites.*

Furthermore, detailed Movement objectives are contained within Chapter 5 of the LAP, and are listed below for reference:

It is an objective of Dublin City Council to: -

***MO1:** Complete the outstanding pieces of road infrastructure required to enhance connectivity and service the remaining development sites. All new road schemes will be delivered in accordance with the Principles of Road Development set out in the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' (reference Section 5.8.3 of NTA Strategy).*

***MO2:** Work with Fingal County Council and the NTA to ensure the provision of a high-quality rail transport system (Metro North) is delivered through Ballymun. To protect the character of the emerging Main Street the LAP is seeking that the future Metro line respects the desire for enhanced permeability, with the line ideally running underground until the junction with Santry Avenue. Further realignment of Main Street should also provide for enhanced and segregated cycle facilities.*

***MO3:** Facilitate the delivery of a core bus corridor through Ballymun as proposed in the NTA Transport Strategy.*

***MO4:** Work with the NTA to ensure that the recommendations of the bus network review are implemented in Ballymun, in particular seeking a new connection between Ballymun and Dublin Airport.*

***MO5:** Ensure all new developments are designed with permeability in mind and are cycle and pedestrian friendly.*

***MO6:** Explore the potential for a new access point at Santry Demesne with Fingal County Council and Trinity College Dublin.*

***M07:** Explore the provision of a cycle lane on Santry Avenue in tandem with the NTA 'Bus Network Review'.*

***M08:** Explore the potential of a multi-storey car park near Main Street as part of a sustainable travel strategy.*

In recognition of the added economic value that a MetroLink station can bring to an area, its delivery is also specifically supported under the economic objectives of the LAP:

***E11:** Support the delivery of Metro North and the provision of a station in the heart of Ballymun Main Street (in the vicinity of Cearnog an tSeachtar Laoch), and also in the vicinity of / linking to the M50 lands.*

It is clear from Objectives MO2 and E11 above that the LAP supports the provision of MetroLink through Ballymun, with stations located in the heart of Main Street and serving the Ballymun M50 lands. The delivery of a MetroLink station in Ballymun will significantly enhance the connectivity of the area with the airport and the City Centre.

Phibsborough LEIP

The route runs partially under Phibsborough with the proposed Glasnevin Station located within the boundaries of the Phibsborough Local Environmental Improvements Plan (LEIP) 2017-2022. This Plan remains a working document that focuses on a range of actions to improve the local environment, in particular the public realm and to seek opportunities to provide additional pedestrian crossings over the railway and canal.

The use of materials in the proposal should take account of the historic nature of the area and should ensure that any surviving historic streetscape features are retained, as sought for within the Phibsborough Centre Architectural Conservation Area Report 2015.

Other Local Plans

An Bord Pleanála's attention is also drawn to the following plans/strategies and map-based objectives of Dublin City Council considered of particular relevance to the project:

- O'Connell Street ACA
- O'Connell Street Special Planning Control Scheme (2022)
- Grafton Street and Environs ACA
- Grafton Street and Environs Special Planning Control Scheme (2019)
- South City Retail Quarter ACA
- Phibsborough ACA
- De Courcy Square and Environs ACA
- Dartmouth Square and Environs ACA
- Your City Your Space Dublin City Public Realm Strategy (2012)
- The Heart of Dublin – City Centre Public Realm Masterplan

2.4 Planning Assessment:

2.4.1 Planning Policy

In terms of National, Regional, City and Local policy the proposed scheme is wholly supported by frameworks and plans including the National Planning Framework Project 2040, the Regional Spatial and Economic Strategy for the Eastern and Midlands Region, 2019 - 2031, Transport Strategy for the Greater Dublin Area, the Dublin City Development Plan 2022 – 2028 and Ballymun Local Area Plan.

MetroLink is a key infrastructure project which will support the regional growth strategy for the Eastern and Midlands Region including the Dublin MASP area. It is considered that the proposed scheme will

contribute and support continued improved integration of transport with land use planning and the delivery of improved high-capacity public 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 places enhanced public transport at the core of its transport objectives.

At citywide planning level, the Dublin City Development Plan 2022 – 2028 sets out policies and objectives required to achieve the Core Strategy. The proposal has been considered with regard to this Core Strategy and the policies and objectives of the Dublin City Development Plan 2022 – 2028, relevant LAPS and other relevant plans for the city.

The City Council supports the improvement, and integration, of public transport systems across the city, which will allow for higher density development, thereby creating a more sustainable interaction between land-use and transport. Chapter 8 of the City Development Plan '*Sustainable Movement and Transport*' sets out the Council's policies and objectives which are relevant to Metrolink, which include, *inter alia*, policies in relation to sustainable transportation, modal shift and supporting and facilitating the development of an integrated public transport network, with efficient interchange between transport modes, serving the existing and future needs of the city.

The proposed scheme will help to achieve the strategic objectives envisaged in the City Development Plan 2022-2028 pertaining to: compact and sustainable urban growth; sustainable mobility and permeability; and place-making, while significantly contributing towards climate action. While the Proposed Scheme is supported, it is important that the proposal adequately addresses conservation impacts along the route as well as the potential to improve green infrastructure and pedestrian and cycle connectivity and permeability.

2.4.4 Zoning

In the Dublin City Development Plan the area over the proposed route includes lands with the following zoning objectives: Z1 (residential), Z2 (residential conservation areas), Z3 (neighbourhood centre), Z4 (district centres), Z5 (city centre), Z6 (employment/enterprise), Z8 (Conservation), Z9 (open space), Z10 (Inner Suburban and Inner City Sustainable Mixed Uses), Z11 (canal, coastal and river amenities) and Z15 (institutional and community) and under the public road and pedestrian areas which has no specific zoning objective. Development proposals in respect of these unzoned lands will be considered in accordance with the policies and objectives of the plan. Regard will also be had to their compatibility with adjacent land uses and zonings.

All stations proposed within the administrative area of Dublin City Council, and that at Northwood (lands within DCC's ownership) are below ground as is the tunnel itself, however there are above ground structures related to the provision of the rail infrastructure, namely access points and an intervention shaft at Albert College Park.

'Train Station' is not a defined use under the land use categories of the development plan. It can be considered to be a sui generis use or a 'public service installation' as defined in Appendix 15 of the Development Plan.

Overall the proposed above-ground structures are considered compatible and consistent with the objectives of the Development Plan including the zoning objectives for all of those areas within which the proposed access points to the stations are proposed to be located. One exception is at Glasnevin Station where the potential absence of oversite development is of concern should it not be 'designed in' at this stage of the proposal to accord with the Z3 zoning objective for the Glasnevin site is "*to provide for mixed neighbourhood facilities*".

A condition is recommended that allow for the station box to be so-designed as to not impede the potential of the site to provide for comprehensive redevelopment appropriate for a neighbourhood centre rather than merely a station box, particularly having regard to policies to increase density as part of Transport Orientated Development.

Objective SMT014 of the City Development Plan states:

- (i) *To promote and seek the development of a new interchange station at Cross Guns Glasnevin, subject to environmental requirements being satisfied and appropriate planning consents being obtained, as part of the DART+ and Metro link projects.*

The Vision, Core Strategy and policies and objectives of the development plan all support the provision of an integrated, high quality, high frequency public transport system of which the Metrolink proposal forms a central element.

Impact on amenity

The proposed development will generally not have a significant impact on public amenity. Exceptions are St. Stephen's Green, Albert College Park and Griffith Park, all of which will be impacted to various degrees during the construction of the proposed development. Significant parts of these public amenity lands will be effectively unusable during construction of the project. Although this is a negative impact, it is considered necessary and unavoidable for the completion of the project and in the long term public interest. The Planning Authority is of the opinion that provided the areas are properly reinstated following construction, this situation is acceptable.

The reports submitted by the Parks Division and Conservation Division raise concerns regarding the location of the proposed station at St. Stephen's Green, and consider that it may have an inappropriate impact on this historic park. The Parks Division recommend that an alternative location external to the park should be sought for this station. The views of these Divisions are noted and have been taken on board in this report. However, the City Council considers that the Metrolink entrance in the park is well-located, discrete and well-designed. Due to this high quality design and the accessible location of same, the proposed development will not impact negatively on the overall character and amenity of St. Stephen's Green. On the contrary, it is considered that provision of a station entrance at this location will enhance the amenity value of the park and encourage greater use of this historic park and environs by the residents, workers and visitors to the city centre.

The demolition of existing residential properties (circa 80) to facilitate the construction of Tara Street Station is regrettable. On balance, however, the provision of a Metro Station, is of considerable benefit to the entire city and the rehousing of residential tenants by TII in consultation with DCC, will provide adequate compensation for the loss of residential units on Townsend Street.

DCC have also engaged with TII in relation to the development of a sports and recreational facility to replace Markievicz Sports & Fitness Centre should this be acquired, as envisaged, as part of the MetroLink project. The Culture, Recreation and Economic Services Department (CRES) of DCC have provided the following commentary on this aspect of the proposal: *"To this end DCC have commissioned a feasibility study to look at alternative locations in the area and the type of services this would provide. Initial findings have identified a possible location and an outline scheme to ensure existing services to the community in this part of the city are maintained and enhanced. The next stage is for DCC to consult with stakeholders, including elected representatives, community representatives, facility users etc. early in 2023 in relation to the feasibility study completed. If agreement in principle is forthcoming. DCC will appoint a design team to develop detailed proposals and prepare and submit a planning application for the new facility. Throughout this process DCC will continue discussions on a range of key issues with TII in relation to the successful procurement of a new Leisure Centre, including around compensation and reinstatement costs, programming impacts and timing issues and stakeholder engagement"*.

Dublin City Council is satisfied that the elements of the proposed development which fall within the Council boundary, and within the ownership of DCC, would not have any excessive or undue impact on the amenities of the area. There will be a degree of disruption in terms of traffic management and temporary closures during demolition and construction phases but thereafter there is unlikely to be an adverse impact on existing amenities. There will also be some impacts on amenity as a result of loss of areas of some public amenity lands (Z9) e.g. at St. Stephen's Green and Griffith Park. The overall land-take is relatively small. These impacts will be balanced against the overall benefits for the city of the proposed development. Once complete, the proposed scheme will provide a sustainable, safe, efficient, integrated and accessible public transport system enabling the creation of attractive, functional and accessible places for people.

Visual Amenity of Structures

The above ground structures, i.e. the access points, lifts, roof lights etc., are designed as clean, simple, contemporary structures. It is recommended that a condition be attached that all above-ground elements be highly durable, vandal resistant (where they come into contact with the public) and should have minimal embodied environmental impact.

Strategic Observations from Dublin Council's Departments:

The following Departments and Divisions of Dublin City Council have submitted a report **and their full reports have been incorporated into the Appendix of this report**. A summary of each report is provided below.

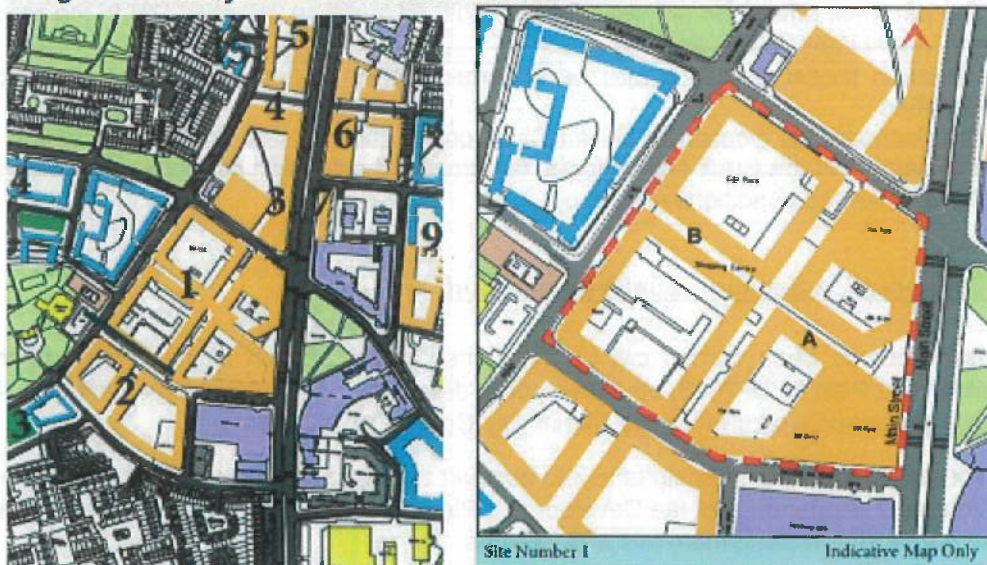
1. **Planning and Property Development Department**
2. **City Valuer's Office:** Email received on 06/01/2023 and map emailed on 09/01/2023. Conditions recommended
3. **Housing and Community Department:** Email received on 06/01/2023 (attached to City Valuer's email). Comments on Tara Street station site
4. **Archaeology Division:** Report dated 10/11/2022
5. **Conservation Section:** Report dated 17/11/2022
6. **Environment and Transportation Department:** Report dated December 2022
7. **City Architects:** Memo dated 10/11/2022
8. **Parks, Landscape and Biodiversity Services Division:** Report dated 16.12.2022 (updated with biodiversity comments on 22/12/2022)
9. **Culture, Recreation and Economic Services Department (CRES):** Email received. Comments on proposed demolition of Markievicz Sports & Fitness Centre
10. **Dublin Fire Brigade:** Email dated 13/01/2023
11. **Telecoms Units:** email dated 10th November 2022

1. Planning and Property Development Department – summary of report:

The Planning Department of Dublin City Council (DCC), have the following comments on the proposed MetroLink project as they relate to the Ballymun Local Area Plan 2017 (LAP) (as extended);

- The MetroLink proposals have been examined as they relate to the Northwood Station, located within the FCC area, on lands owned (in part) by DCC, and also the Ballymun Station, located within DCC administrative area on lands owned by DCC.
- The LAP supports the provision of MetroLink through Ballymun and the delivery of a MetroLink station in Ballymun will significantly enhance the connectivity of the area with the airport and the City Centre
- The LAP was prepared following the publication of the 2015 North Dublin/ Fingal Transport Study (the Study), which identified the overall corridor for the new Metro North, now MetroLink. The Study included provision for surface-level metro stops at DCU (Collins Avenue), Ballymun and Northwood. Whilst the LAP strongly supported the delivery of a metro route through Ballymun it stated: "it is imperative that any rail line through the Main Street does not segregate east and west Ballymun as was the case pre-regeneration when the dual-carriageway ran through the area. Considerable public money has been invested creating and developing an urban Main Street, with new connections and ease of pedestrian and cycle movement. In order to prevent the segregation which a rail transport system requires, the LAP calls for any future Metro line to have regard to the LAP objectives to create an urban Main Street with enhanced permeability and to ideally run the Metro underground through the Main Street until after the junction with Santry Avenue".
- The current proposal to provide the MetroLink route underground through the entire urban area of Ballymun, with underground stations at Ballymun town centre and Northwood is welcomed in the context of the LAP objectives.
- The proposed Ballymun Station is located within Site 1 of the LAP, along the new Ballymun Main Street. This site, which was once home to the Ballymun Shopping Centre, now demolished, is identified as the key commercial site for Main Street.
- Site 1, which sits in the middle of Main Street has an area of 3.2 ha. Identified as a Key District Centre site, the LAP site brief estimates the site can deliver in the order of c. 300 no. residential units in blocks addressing Sillogue Road and c. 41,000 sq.m of commercial/ mixed use in blocks adjoining the Main Street, subject to detailed design and use mix.

Images from Ballymun Local Area Plan 2017



Site A: Active uses and frontages are required on the ground floor level in order to maximise the block's prominence on Main Street. These blocks should provide a significant amount of retail uses in line with the land use zoning and "District centre" designation. Innovative and exciting uses that complement Axis

or other cultural functions of the city or of regional significance could also be accommodated on this site. In order to provide a central hub for this significant Main Street development site, it is a specific objective of the LAP (Objective UD2), that an area of open space is provided fronting onto Main Street.

Site B: *These two blocks could be largely residential in nature but a mix of uses would be acceptable depending on market conditions and demands.*

In June 2019, DCC commissioned a study to show how a metrolink underground station could be integrated on Site 1. One option (B) indicated that a linear plaza, some 20m wide framed by 4-9 storey set back buildings could be accommodated on the site (see Appendix 2).

2. City Valuers

No report – conditions recommended – see appendix 2

3. Housing and Community Department

No report – conditions recommended – see appendix 2

4. Archaeology Division – summary of report

The report refers to proposed works within the DCC area only. Dublin City Council Archaeology Section attended a number of consultation meetings with TII during preparation of the EIAR.

- The EIAR assesses the impact of MetroLink on Archaeology and Cultural Heritage during the Construction Phase and Operational Phase and proposes mitigation measures to minimise identified impacts and provides a comprehensive baseline information, identifying a large number of archaeological sites within Dublin City Council's administrative area, including seven sites of very high importance.
- There are a further twenty six archaeological sites of high importance and thirty sites of medium importance through this section of the alignment
- A range of potential significant negative effects on the archaeological and cultural heritage baseline environment have been identified as a result of the construction of the proposed Project.
- The potential effects on archaeology and cultural heritage are identified in the report. Landscape and visual impacts are also assessed.
- Mitigation measures which may be undertaken prior to and during the Construction Phase are identified
- The Archaeology Section of Dublin City Council concurs with the findings of the archaeological assessment in the EIAR and supports the proposed mitigation measures proposed in it.
- Recommended conditions are set out

5. Conservation Section – summary of report

Assessment has been carried out by the Conservation Section in the context of the Dublin City Development Plan 2022-2028, other key policy documents and best conservation practice. The report refers to proposed works within the Dublin City Council (DCC) area only.

- The proposed works should take into account any areas that contain historic stone setts noted in Volume 2, Appendix 6 of the Development Plan, and take all practicable measures to avoid loss of or damage to historic materials and features.
- The Applicant should comply with the requirements of the *Architectural Heritage Protection Guidelines for Planning Authorities* 2011 – 14.4.1 and the Department of Arts, Heritage and the Gaeltacht (now the Department of Housing, Local Government and Heritage) Advice Series *Paving – The conservation of historic ground surfaces* and best conservation practice.
- The proposed works should take into account any areas that contain historic paving/kerbing and associated features noted in Volume 2, Appendix 6, Part 2.0 of the Development Plan, and take all practicable measures to avoid loss of or damage to historic materials and features

- The benefits of the Metrolink which will augment the provision of public transport within the city are acknowledged, but particular concerns in relation to the impacts arising on the architectural heritage of the city are noted.
- The potential impact of the proposed development on the architectural heritage of the Metrolink route has been assessed in areas of the city where architectural heritage is most prominent
- The comprehensive assessment on architectural heritage, streetscape and the urban environment submitted as part of the EIAR across the scheme is acknowledged. Further details will be required of proposed mitigation measures, particularly in relation to landscaping where existing mature trees are to be removed.

Collins Avenue

- Whilst Our Lady of Victories Church, Ballymun Road (Constraint No. BH-18) is not a Protected Structure, it is included in the National Inventory of Architectural Heritage (NIAH) Reg. No. 50130121, and has been afforded a Regional Rating and Architectural, Artistic, Social and Technical Categories of Special Interest and is an interesting example of 20th century architectural heritage.
- The proposed works will give rise to the loss of trees which is most regrettable and should be mitigated by re-planting/landscaping *at all station locations where relevant*
- introduction of the new structures including the Metro Entrance Canopy, ventilation shafts, Fireman's Lift and other features will interfere with the present harmonious symmetrical setting of the principal elevation of the Church (Refer to Photomontage VVM 15.2, 15.2).
- The location of the various structures associated with the Station Box is driven by standard and not bespoke relationships between the different elements. The magnitude of the impact will be high and the potential effect will be significant
- The visual impact of HVM bollards *on all stations* and surrounding public realm is dominant – recommended that landscaping / raised planters be introduced to improve overall presentation

Glasnevin Station

- The subject site is located within a Red Hatch Conservation Area. The construction of the Glasnevin Metro Station will require a very significant direct intervention with existing historic fabric, which will straddle and incorporate 3no. existing bridges (Cross guns Bridge - formerly Westmoreland Bridge NIAH Reg. No. 50060185, Proposed Protected Structure RPS 8807 and adjacent railway tunnel NIAH Reg. No. 50060112 and bridge) and will be constructed in very close proximity to the 18th century Royal Canal (included in the DCIHR) and the 5th and 6th locks (included in the DCIHR and NIAH Reg. Nos. 50060184 and 50060182).
- The particular industrial and architectural heritage importance of the 18th century Royal Canal and its locks requires careful consideration
- The architectural materiality and language of the proposed new station will contrast with the architecture of the receiving environment and adjacent Protected Structures.
- The removal of trees is most regrettable and should be mitigated by re-planting/landscaping
- particular concerns about the physical impacts on the historic bridges and Royal Canal, as it is not possible to assess the interconnections between proposed and existing fabric to be retained based on the information submitted.
- Detailed drawings are requested for the temporary bridge that will facilitate access for the occupants of Coke Oven Cottages during construction of the works
- magnitude of the potential direct impacts during construction is predominantly high and the significance of effect are profound, very significant and significant

Mater Station

- The baseline sensitivity of the Mater Hospital, St. Joseph's Church and the Four Masters Park and surrounding Eccles Street, Berkeley Road, O'Connell Avenue is high and the magnitude of the potential direct impacts during construction is predominantly high and the significance of effect are profound, very significant and significant.
- The visual impact of the new Metro Station and associated dark brick upstands/vents, lifts and other features on the Mater Hospital, St. Joseph's Church and Four Masters Park is dominant and adverse and it is not clear how this impact could be improved without a radical relocation or screening of key items.

- The significant alterations required to accommodate the station within the Four Master's Park including removal of the historic railings, grotto and relocation of sculptures and general shape of the park will be irreversible.
- Further careful consideration and a conservation method statement is required of the proposed reinstatement of the historic railings, relocation of The Healing Hands, Four Masters Cross and Grotto and the overall realigned park layout.
- The proposed development which includes the removal of trees, is most regrettable and should be mitigated by re-planting/landscaping, particularly to screen the vents and lifts which dominate the setting of the park, which will be reduced in size as a result of the works
- significant concerns regarding the vulnerability of the historic fabric of the Mater Hospital and boundary balustrade to damage during the enabling and construction works because of the close proximity of the site. A detailed method statement will be required to demonstrate how the historic fabric will be protected to prevent damage.
- Similarly, the proximity of the proposed construction to St. Joseph's Church gives rise to concerns regarding the vulnerability of the historic fabric during the enabling and construction works - a detailed method statement will be required to demonstrate how the historic fabric will be protected to prevent damage.

O'Connell Street Station

- O'Connell Street is considered to be the principal and focal thoroughfare within the historic city core.
- The Metrolink site is located beneath part of the Dublin Central Development Site which includes Nos. 43 - 58 O'Connell Street (26.4.4.10.1 ...*"while taking in other adjacent land."*), and is within the O'Connell Street Architectural Conservation Area and Area of Special Planning Control, a Red Hatch Conservation Area and Zone Z5, the objective of which is *"to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity."*
- Recent additions to the Record of Protected Structures are noted
- The proposed extent of demolition is significant in terms of the irreversible loss of extant historical architectural built heritage of O'Connell Street and its environs and is of concern in terms of architectural conservation. However, it should be noted that most of these structures/buildings are the subject of a separate current planning application (Plan No.5126/22). As part of this application, it is proposed to retain and protect all structures on site which are on the RPS.
- The proposed interventions at the O'Connell Street Station to facilitate the propping of facades of Protected Structures to be retained includes the proposed removal of c.13 no. trees, which is most regrettable and should be mitigated by re-planting/landscaping

Tara Street Station

- The key concerns relate to the significant departure from the historic urban plots and grain in the formation of the large new public plaza, and the somewhat disjointed quality of the urban volume that is largely determined by the location and alignment of the above-ground Metrolink structures.
- Recommends that in the consideration of the best urban realm strategy for this site, that reference is made to the historic grain to inform the pattern of suitable future development and to achieve a refinement of the spatial coherence of the new urban space

St. Stephen's Green Station (26.24)

- The key interventions comprise the relocation of the curved arrangement of large stones wall that forms the backdrop to the Wolfe Tone Statue further back into the park to facilitate the construction of the Metrolink entrance and the placement of brick structures to house vents and escape lifts within the public realm and not within the park, in accordance with the feedback received from the OPW.
- Concern is expressed regarding the placement of the new Metrolink station within the curtilage of this historic park and National Monument because of its significance and sensitivity, and the impacts arising from the proposed development particularly the loss of significant mature trees and the placement of associated structures within the historic streetscape.
- The OPW preference is that a number of vents and Firemen's' lifts should be placed outside rather than inside the park. It is proposed that these secondary but essential structures will be located within the public pavement zone parallel with the eastern boundary of the park, flanked by a somewhat ad hoc arrangement of bicycle stands.
- raised concerns regarding the visual and physical impact of these structures on the character of the historic streetscape, creating visual clutter and obstructions within the public pavement.

- Whilst the proposed use of brick for these structures is acceptable in principle, there are significant concerns regarding the location of these structures and the adverse impacts arising on the historic streetscape. It will be possible to screen other vents within the park enclosure with planting, reducing their visual impact.

Charlemont Station 26.26

- Appropriate mitigation measures and vibration monitoring shall be in place for the duration of the excavation, construction and operation phases to ensure that damage to the Protected Structures and their curtilages and rear laneway is avoided.
- Further careful consideration is required of the proposed detailing of the public realm in front of the principal elevation of the Carroll's Building (BH-579),
- The present arrangement does not adequately demonstrate the high quality of design, detailing and materiality required for this setting

The City Council has carefully considered the observations from the Conservation Section. Whilst it is acknowledged that there will be significant loss of historic fabric on O'Connell Street, the frontages will be retained and overall the presence of a metro station with its large population catchment will greatly enhance the vitality and economy of O'Connell Street. Similarly, as stated above, the location of the St. Stephen's Green station at the north east end of St. Stephen's Green is considered the most appropriate location.

6. Environment & Transportation Department (E & T) – summary of report

Report comprises comments from the Traffic Division; Active Travel Programme Office; Road Division; Environmental Protection Division; Air Quality and Noise Control Unit and Public Lighting Division.

The E&T department of Dublin City Council is very supportive of the Metrolink proposal and welcomes the step change in public transport provision that this project will bring. The links to the heavy rail network and integration with the LUAS LRT system are all welcomed and the E&T department hopes that this is the first Metro line delivered of what will be a Metro network for Dublin. While the construction phase of this project will bring considerable challenges for the city we believe that it can be managed and that the project is in the interests of the entire city. Various different divisions within the Environment and Transportation Department have submitted comments regarding this railway order and these are summarised below.

Traffic Divisions comments.

- The Traffic department has been engaging with the Metrolink team throughout the design process and in general there are no major issues of concern which are still outstanding. There are a number of items to highlight though and these are set out below:
- All changes to or new junction and crossings designs are to be agreed with DCC prior to implementation and only the DCC traffic signal maintenance contractor is allowed to carry out any work on DCC traffic infrastructure for either temporary or permanent changes
- Additional CCTV locations are required by DCC to manage traffic through the road changes and linked to the DCC communications network to be agreed on a site by site basis with DCC with all costs to be paid by TII.
- The scheme traffic management plan should be a dynamic document with constant revision
- a coordination group be established with representatives of the NTA, TII, DCC and the public transport operators
- As the construction phase of each station will be over several years, all traffic management works and changes necessary for the works should be, as much as is possible, undertaken using permanent materials and layouts, except where there are short duration activities i.e. advanced enabling works.
- All works must be in line with the Control of Roadwork Directive and in line with the DCC HGV management strategy.
- Where it becomes necessary to implement traffic management changes outside the red line in order to mitigate the impact of the works or the permanent stations, then any such necessary agreed changes should be fully funded by TII/NTA.

Collins Avenue Station.

- The rationale for providing new parking spaces on the existing carriageway opposite the MetroLink station on the Ballymun road is not clear to DCC and it is our view that these spaces should be removed or their rationale clearly explained

Glasnevin Station

- There is a lack of a pedestrian crossing shown to the North of Whitworth Road and the design should be amended to include the third arm at the junction.
- The station itself is within a constrained site and this will in time cause some issues, particularly with potential Croke Park match day/ concert day traffic. During the detailed design process for this station the consideration of the impact of these one off events needs to be taken into account and the event plans for Croke Park events updated to take account of this new facility. The existing walking provision along Whitworth road is quite inadequate with no footpath provision on one side and separate to this project a specific study of Whitworth road and options for increasing pedestrian space is needed to be undertaken.

Mater Stop

Due to its proximity to the station entrance and associated pedestrian activity, the junction of Berkeley Road, Eccles Street and St Vincent's Road North has been proposed for signalisation however the proposed layout needs to be evaluated in the detailed design phase and the junction tightened up to allow for better and safer operation.

O'Connell Street Stop

- This stop is very welcome and an important addition to public transport provision for the O'Connell Street area
- A separate project should look at facilitating/easing pedestrian movement in the area to and from the Metrolink stop.

Tara Street Station

- At this station which will be a major interchange there is a lack of pedestrian crossings at a number of the adjacent junctions. A separate project is needed to add these crossings in to these junctions prior to MetroLink becoming operational.

St Stephens Green Station

- At this location the layout on the ground has changed substantially since the design of the scheme was completed. There is in place at present a traffic layout which facilitates out door dining on Merrion Row and which was implemented during the pandemic. As per the Dublin City Development plan 2022 – 2028, it is the intention to review these measures and either make permanent or remove.
- the road layout will need to be addressed in the final design stage.

General comments re station design

- At a number of the stations there will be issues with some of the approach roads to stations from a pedestrian viewpoint with a number of locations having been shown to have less than satisfactory level of service. A body of work needs to be undertaken by DCC and the NTA to review these locations.
- CCTV is to be provided at all junctions and crossings next to Metro stations for both traffic management purposes and incident response and ducting shall be made available

Operational Phase

- A set of protocols are required to be established with the Metro Link operator regarding any interruption to service and how this is communicated to DCC Traffic,
- A monitoring and reporting regime needs to be agreed with DCC
- A protocol for how any changes in road layouts or use of streets which impact any aspect of the Metro operation will have to be developed.

Active Travel Programme Office – Summary

- The Active Travel Programme Office (AcTPrO) welcomes the submission of the Railway Order application for Metrolink and fully supports the proposal
- An important element will be to provide secure sheltered cycle parking at public transport stops, stations, etc. and this Office would welcome this provision
- Would welcome increased provision of cycle parking at all stations

Ballymun Station ; Collins Avenue Station; Griffith Park; Tara; St. Stephen's Green; Charlemont Station

- Noted that a significant amount of these spaces are located a significant distance away from the metro entrance to the south. Spaces should be provided as close as possible to the proposed metro entrance and all bicycle parking spaces to be sheltered and secure and consideration should be made for bicycle lockers to provide adequate security at selected stations

Glasnevin Station and Mater

- It is recommended that cycle lanes are provided on Phibsborough Road which links cyclists from/to the Royal Canal Greenway to the proposed two-way cycle lane to the bicycle spaces in the North West corner of the site.
- Proposed that the number of bicycle parking spaces to be increased due to the major interchange at this location; be sheltered and provided as close as possible to the metro station entrance.
- Consideration should be made for bicycle lockers to provide adequate security.

O'Connell Street Station

- Bicycle lockers could be provided within the station.

All Stations

- Should be designed to facilitate the transfer of bicycles to and from metro, for example, potentially as shown on page 25 of Ireland's First National Cycle Policy Framework.

Roads Divisions' Comments on Metrolink Railway Order

- Report prepared by the Roads Divisions. It includes technical input from Roads Design, Roads Construction, Roads Maintenance and Transportation Planning Divisions, the remit of which covers design and construction phases through to maintenance and operational phases of the scheme as well as wider policy and planning considerations
- Very supportive of the Metrolink project, its potential to deliver substantial mode shift away from private car and the opportunities it presents for regeneration and the true integration of land use and transportation.
- Substantial pre-application engagement regarding the project took place between Dublin City Council and Transport Infrastructure Ireland (TII) over the last few years, for which TII is commended.
- Satisfied that any issues raised through the course of discussion have substantially been addressed.
- Recommended Conditions inserted into Appendix

DCC Environmental Protection Division comments

- The proposed works are largely underground, sometimes at considerable depths. It is important to ensure that there is no impact on existing drainage infrastructure, particularly critical infrastructure such as the Grand Canal Tunnel.
- The principles of Sustainable Drainage Systems (SuDS) should be integrated with all other environmental aspects of a project.

- Groundwater shall be protected throughout the construction and operational phases of the project.
- The project shall not result in the deterioration of ground or surface water quality in accordance with the Water Framework Directive.
- Domestic wastewater generated within site compounds shall be discharged to foul/combined sewers only in consultation with the statutory body (Irish Water).
- TII advised of the importance of demonstrating compliance with the Water Framework Directive and the draft 3rd cycle of the River Basin Management Plan.
- Conditions Recommended – see Appendix

Air Quality and Noise Control Unit

- No comments. Conditions recommended

Public Lighting Division

- No comments. List of requirements and advices

7. City Architects – Summary of report

City Architects Division's particular areas of interest are the public realm, landscape design and the station design. User experience, quality of internal public spaces, how the station entrances manifest on the surface and how the public realm design considers future use are all important considerations which will impact the city, alongside the functional aspects of the infrastructure itself.

The report does not raise any fundamental objections to the proposed but looks at each of the proposed stations and makes specific suggestions that could improve each of them in terms of a range of aspects including; material palette; universal design aspects of the stations and surrounds; accessible parking; the public realm; pedestrian movement prioritisation.

A number of conditions to be implemented have been recommended in the event of the proposal being approved.

8. Parks, Biodiversity and Landscape Services – summary of report

Parks Division

Ballymun Station

- Impact is considered low and the station development will positively contribute to the urban regeneration area. The station plan indicate there will be more compensatory tree planting and overall it is expected that the proposals will visually improve this location and create a good urban edge to this side of Ballymun Road.

Collins Avenue Station

- Visually prominent church building and there will be significant visual impact during construction including loss of mature trees. Proposed above ground station structures and tree planting will visually intrude into views of the church from the road corridor and change its original open setting.

Albert College Park Intervention Shaft

- Proposals will impact on the park by removal of a section of the existing mature boundary tree and hedge planting, removal of playing pitch area and perimeter path. The proposals intend to replant compensatory perimeter tree belt and re-route the perimeter park path.
- The layout should not impact on the main football pitch
- The new facility's boundary on the Ballymun Road should be designed to match the existing park perimeter by use of a hedge boundary with railing to rear if possible
- Request for information to be provided to Park Services for approval at detail design

Griffith Park Station:

- Significant loss of boundary trees along St. Mobhi Road, however replacement tree planting is not indicated and this should be reviewed.
- Pitch drainage and irrigation will need consideration as part of the field will be over roof structure with alteration of its normal water table.

Glasnevin Station:

- Connectivity to the Royal Canal Way and enhancement of greening along the canal boundary are positive elements of the scheme.

Mater Station:

- There will be a significant loss of mature and well established trees and consideration should be given to retention within the area which may not be affected by the station construction.
- Public realm upgrading to Eccles Street fronting the hospitals building's classic portico are also proposed and will help strengthen connection to the park.
- The station's skylights and vents will visually intrude into the park setting and consideration of vertical greening/ climbing plants to help screen them should be considered. The existing trees should be surveyed before removal so that similar replacement planting may be achieved post construction.

O'Connell Street Station:

- The station drawing below indicates the potential removal of 13 Plane trees 'subject to confirmation of temporary façade protection measures'. The retention of these trees, which are now successfully established following the street's upgrading works is preferable to Parks Services. Further

discussions are required should their removal be considered essential as future compensatory planting post development will require careful planning to maximise the success of re-planting and establishing the tree row.

Tara Station Station:

- There are no landscape impacts arising and generally a positive upgrade of the local public realm will occur
- Further greening opportunities could be considered for the site. A more detailed landscape /public realm plan should be prepared.

St Stephen's Green Station:

- The location of this station within St Stephen's Green Park is not supported by Park Services due to its inappropriate impact on this historic flagship park. Conservation area policy of the Development Plan (BHA9) states that development within or affecting a conservation area must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and its setting. The station and its associated facilities do not comply with this policy and as a transportation project do not actually contribute to the functioning of a historic park. In view of this it is recommended that an alternative location external to the park should be sought for this station.

As stated above, the City Council considers that the benefits to the city outweighs the localised impacts on St. Stephen's Green and may indeed attract more users to the Green.

Charlemont Station-

- Street trees are well established mature trees and there will be a significant reduction of greening in the area as result of their removal. Compensatory street tree planting post-construction should be implemented and detailed landscape plans should be presented of the scheme

Biodiversity

Comments in report are for the Dublin City Council administrative area.

- Badger: The proposed mitigation in the EIAR would be required in full if permission is granted. Timeframe for the "pre-construction checks of the activity status of all setts" should be revised from 12 months to 6 months prior to construction to ensure that no further setts have been established. The ecologist for the project should also consult with the National Parks and Wildlife Service (NPWS) prior to construction
- Otter: The cumulative impacts that all three of the proposed projects: Metrolink, Luas Extension, and Royal Canal Greenway could have on the otter population should be evaluated
- Bats: Considered additional mitigation through a programme of replacing hedges and trees years in advance of construction allowing for hedgerows and trees to mature and reduce impacts when construction takes place
- Welcome that a suitably qualified bat ecologist will review and input into Lighting Plan.
- Specified information to be provided to DCC for approval at detail design stage (detail in report)
- Protected species: Further evaluation of some species required and mitigation measures required (see report for full detail)
- Japanese Knotweed: complete Japanese knotweed surveys using a suitably qualified ecologist and conduct any required eradication programme.

9. Culture, Recreation and Economic Services Department (CRES) – summary of report

Markievicz Sports & Fitness Centre

- DCC have engaged with TII in relation to the development of a sports and recreational facility to replace
- DCC have commissioned a feasibility study to look at alternative locations in the area.

- Initial findings have identified a possible location and an outline scheme to ensure existing services to the community in this part of the city are maintained and enhanced. The next stage is for DCC to consult with stakeholders, including elected representatives, community representatives, facility users etc. early in 2023 in relation to the feasibility study completed. If agreement in principle is forthcoming, DCC will appoint a design team to develop detailed proposals and prepare and submit a planning application for the new facility. Throughout this process DCC will continue discussions on a range of key issues with TII in relation to the successful procurement of a new Leisure Centre, including around compensation and reinstatement costs, programming impacts and timing issues and stakeholder engagement.

10. Dublin Fire Brigade – summary of report

- DFB fully support the development of a Metro System for Dublin and have been liaising with TII in this regard.
- As part of the liaison process, DFB have been presented with the fire safety strategy for the design of the tunnel and prototype station.
- Further analysis is being undertaken by TII to support key queries raised about the fire safety strategy. We continue to be available to work with TII in anticipation of the advancement of the design.

11. Telecoms Units – summary of report

- Given the difficulty of laying duct along or close to the rail line it would be important to get any duct put in during construction as the addition of duct at a later date along the route would be very difficult. DCC Telecoms would request that the following be included in the project: 2 x110MM ducts installed in a duct bank along the complete length of the route with associated access chambers at regular intervals of not more than 200m.

Overall Conclusion

Dublin City Council is very supportive of the Metrolink project and the proposed station locations, its potential to deliver substantial mode shift away from private car and the opportunities it presents for regeneration and the true integration of land use and transportation. The provision of high quality public transport supports the provision of higher density development and the sustainable use of urban land. The project will significantly aid in the delivery of a number of key policies and objectives of the Dublin City Development Plan 2022-2028.

The City Council welcomes the step change in public transport provision that this project will bring. The links to the heavy rail network and integration with the LUAS LRT system are all welcomed and the City Council is hopeful that this is the first Metro line delivered of what will be a Metro network for Dublin. While the construction phase of this project will bring considerable challenges for the city Dublin City Council believe that it can be managed and that the project is in the interests of the entire city.

The project once complete will make it easier for people to access and use public transport. In turn, this will promote 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. Dublin City Council is satisfied that the application is consistent with, and supported by, the Dublin City Development Plan 2022 – 2028 and the proper planning and sustainable development of the area.

In the event that An Bord Pleanála is satisfied that the proposed development should be approved, the Planning Authority requests that the scheme 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 suggested conditions / recommendations are included in the appendix attached to this report.

A handwritten signature in black ink, consisting of several loops and a trailing line, positioned above a horizontal line.

Richard Shakespeare,
Deputy Chief Executive

Appendix 1

Recommended Conditions

Recommended Conditions

Planning and Property Development Department

1. The proposed development at Glasnevin Station shall be designed so as to allow oversite development so to not impede the development potential of the site

Reason: To provide for comprehensive redevelopment of the site in line with Objective SMT014 of the Dublin City Development Plan 2022 – 2028.

City Valuer's Office

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

(a) DCC should be compensated for its lands utilised for the Project (including tenanted and leased properties, if any), whether title is/is not taken, in accordance with statute; the Acquisition of Land (Assessment of Compensation) Act, 1919, as amended, relevant case law and protocols. In the latter context, the Council shall be entitled to recover its reasonable professional fees incurred in dealing with the project acquisitions. Interest shall be payable on compensation amounts from the date of entry and taking possession of the Council plots (excluding Road-Bed cases only)

(b) If title to DCC land is being transferred to TII/NTA or another, Dublin City Council, in addition to compensation under 1(a) above, will retain the air-rights for development purposes, as appropriate. In the cases where air-rights are retained by the Council, compensation payable shall reflect this fact.

(c) Appropriate accommodation works should be provided at DCC properties affected by the Project

Reason: In the interests of protecting Dublin City Council's assets and their development potential

Housing Development – Housing & Community

1A. With reference to properties at the corner of Luke Street and Townsend Street (specifically 23 and 34 Luke Street and 25-32 Townsend Street), should these properties and associated lands be acquired by TII, as part of the Metrolink project, TII shall liaise with Dublin City Council's Housing and Community Services Department on all aspects of their plan.

Note: Notwithstanding a pressing requirement for existing tenants in 25-35 Townsend Street to be satisfactorily relocated in the event of such an acquisition, the site itself has considerable development potential which must be realised by the City Council. To this end DCC has commissioned a feasibility study to examine the development potential of the site as a whole.

1B. Dublin City Council requires a considerable lead-in period in the event of having to relocate tenants. Throughout this process DCC will continue discussions on a range of key issues with TII including, but not limited to, the requirements of existing tenants, the undertaking of necessary stakeholder engagement, programming and appropriate compensation."

Reason: in the interests of orderly development

Archaeology

1. The implementation of the EIAR measures shall be oversee by a TII Project Archaeologist and undertaken in accordance with the TII/NMS Code of Practice for archaeology.
2. The TII Project Archaeologist shall ensure that Dublin City Council Archaeology Section receives a copy of all archaeological Method Statements when submitted to NMS.
3. The TII Project Archaeologist shall ensure that Dublin City Council Archaeology Section receives a copy of archaeological reports when submitted to NMS.
4. The TII Project Archaeologist shall ensure that Dublin City Council Archaeology Section receives bi-weekly updates on archaeological finds and mitigation progress throughout the delivery of the scheme through to completion.

5. The primary archaeological paper archive for all archaeological site investigations to be prepared and deposited with the Dublin City Archaeological Archive (DCAA) or with the National statutory repository within two years of the archaeological licence expiry.
6. All archaeological consultants appointed to the proposed Project shall comply with the Code of Practice and shall liaise directly with the TII Project Archaeologist in relation to all archaeological requirements. Mitigation measures will seek to preserve in situ any archaeological or cultural heritage constraints, which may be impacted by the proposed Project. Where this is not possible a hierarchical range of mitigation measures will be implemented in advance of and during construction phase which will aim to ameliorate all impacts.

Conservation Section

The proposed works should take into account any areas that contain historic stone setts noted in Volume 2, Appendix 6 of the Development Plan, and take all practicable measures to avoid loss of or damage to historic materials and features. The Applicant should comply with the requirements of the *Architectural Heritage Protection Guidelines for Planning Authorities 2011 – 14.4.1* and the Department of Arts, Heritage and the Gaeltacht (now the Department of Housing, Local Government and Heritage) Advice Series *Paving – The conservation of historic ground surfaces* and best conservation practice.

1. Details of the temporary bridge that will facilitate access for the occupants of Coke Oven Cottages during construction works shall be submitted and agreed in writing with the planning authority prior to commencement of development
2. A Conservation Method Statement for the proposed reinstatement of the historic railings, relocation of the Healing Hands, Four Masters Cross and Grotto and the overall realigned park layout shall be submitted and agreed in writing with the planning authority prior to commencement of development
3. A detailed Method Statement demonstrating how the historic fabric of the Mater Hospital and boundary balustrade will be protected from damage during the enabling and construction works shall be submitted and agreed in writing with the planning authority prior to commencement of development
4. Details of the proposed junctions/interfaces with all existing historic fabric and structures to be retained in the vicinity of all proposed stations, and mitigation measures to address impacts arising, shall be submitted for the written agreement of the planning. Impacts shall be minimised where possible
5. All works shall be designed and supervised by an expert in architectural conservation in accordance with the provisions (outlined above) of the Dublin City Development Plan 2022-2028, the *Architectural Heritage Protection Guidelines for Planning Authorities (2011)* and relevant documents of the DHLGH Advice Series
Reason: To safeguard the special architectural interest of affected Architectural Heritage across the Metrolink Route - including Protected Structures and Conservation Areas, landscaping, historic paving, setts, kerbing and associated features, boundary treatments, historic street furniture, gardens and trees and historic public realm etc. - and to ensure that the proposed repair works will be carried out in accordance with best conservation practice with no unauthorised or unnecessary damage or loss of historic fabric, the Conservation Section recommend that
6. In accordance with best conservation practice, specifications and method statements for the careful and sensitive relocation and reinstatement of historic fabric identified in the report above, and in particular to Protected Structures, sites/structures on the NIAH and DCIHR, and structures and features in Architectural Conservation Areas (ACAs) across the Metrolink Route shall be submitted by the conservation expert for the written approval of the Planning Authority
7. The conservation expert shall advise the Planning Authority on architectural heritage and conservation matters that may have further impacts on the project throughout the construction phases as these arise
8. If, through the course of construction work across the Metrolink Route, hitherto unknown and concealed architectural heritage fabric is found, the conservation expert shall contact the Conservation Section to advise them of the discovery as the presence of historic fabric may inform an alternative strategy for a design proposal that would enhance the setting of a Protected Structure, other historic buildings and features, an Architectural Conservation Area or Conservation Area

9. All existing original architectural heritage features, in the vicinity of the works shall be protected during the course of all phases of construction works.
10. All repair of historic fabric shall be scheduled and carried out by appropriately experienced specialist contractors and conservators of historic fabric
11. The new station structures shall incorporate the potential to incorporate particular features that reflect the respective locations of the stations, either through artworks, decorative wall and/or ceiling/floor surfaces, lighting and interpretive material, so that each station has its own identity within common design parameters, with iconic signage that is respectful of each particular location. Careful consideration should be given to ensure an appropriate high quality design response for the design/branding of the new stations, canopies, signage, metro stop sign, furniture, lighting, colour schemes must reflect the same standards as the high quality iconography, detailing and signage of the London Underground, the New York Subway and Paris Metro and shall be coordinated with Iarnród Éireann Stations in locations where interchanges are proposed between the Metrolink and Railway.

Traffic Division

1. A comprehensive agreement shall be put in place between DCC and the TII regarding how any location is to be handed over to TII and its contractors, what pre-inspection and recording of any site is necessary and how the site is to be maintained during construction activities and by whom. The agreement shall also address the handback process, the treatment of all relevant records treated and how all areas are to be accepted back by DCC following construction. It should further set out any areas which TII will have to maintain and the agreed mapping of any such locations.

Reason: In the interest of orderly development

2. All relevant DCC departments involved with the development of the Scheme shall be consulted during the detailed design development process for the Scheme and TII shall incorporate the requirements of the DCC departments into the final detailed design of the Scheme

Reason: In the interest of orderly development

3. Addition CCTV and traffic signals are required in a number of places along the route and these should be agreed between DCC and TII and funded from the project.

Reason: In the interest of orderly development

4. A consultative committee of DCC, TII, NTA, AGS transport operators and other relevant parties as may be required, shall be established to meet periodically over the course of the construction

Reason: To ensure that the various projects which may be affected by Metrolink construction or have an impact on Metrolink construction are managed in as seamless a fashion as possible to minimise disruption.

5. Following handback, a separate agreement shall be put in place between DCC and the TII regarding the costs of maintenance of any additional items which have now been added to the DCC infrastructure and which are necessary for the maintenance and operation of the MetroLink system. In addition operation protocols between DCC and Metrolink need to be agreed for the operational phase of this project.

Reason: In the interest of orderly development

Active Travel Unit

1. All bicycle spaces shall be provided as close as possible to the proposed Metrolink station entrances without comprising pedestrian routes to and from stations and all bicycle parking spaces to be sheltered and secure. Consideration should be made for bicycle lockers at all stations to provide adequate security at selected stations.

Reason: In the interests of facilitating sustainable commuting options

2. Cycle lanes shall be provided on Phibsborough Road which links cyclists from/to the Royal Canal Greenway to the proposed two-way cycle lane to the bicycle spaces in the North West corner of the site, if feasible.
3. The proposed that the number of bicycle parking spaces shall be increased at all stations where feasible. Details to be agreed in writing with the planning authority prior to the commencement of development

Reason: In the interests of facilitating sustainable commuting options

4. All stations shall be designed to facilitate the transfer of bicycles to and from Metro.

Reason: In the interests of facilitating sustainable commuting options

Road Divisions

Handover:

1. Prior to commencement of any works, a formal Handover Procedure Agreement shall be agreed 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 electronic format compatible with Dublin City Council'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 Dublin City Council's charge. The agreement shall also specifically address proposed maintenance arrangements for public in charge areas over stations and other structures

Reason: In the interest of orderly development

Existing Condition Record:

2. 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 prior to the commencement of any work.

Reason: In the interest of orderly development

3. Drawings distinguishing between antique granite footways and kerbs and new granite footways and kerbs shall be submitted as part of detailed design development of approved scheme

Reason: In the interest of orderly development

Roads Design & Construction:

4. 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 Dublin City Council prior to construction.

Reason: In the interest of orderly development

5. 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"*.

Reason: In the interest of orderly development

6. 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

Reason: In the interest of orderly development

7. 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 crossfalls on carriageways, islands, buildouts and footways are in accordance with those specified in *"Construction Standards for Road and Street Works in Dublin City Council"* unless otherwise agreed with Dublin City Council

Reason: In the interest of orderly development

8. Pedestrian and cyclist connectivity to and within stations shall be improved as part of the project where possible. Cycle parking shall be provided at all stations in secure, well lit and convenient locations. Details to be agreed with Dublin City Council at detailed design stage. Principles of universal design shall be adhered to and accessibility requirements shall be met throughout the project.

Reason: In the interests of facilitating sustainable commuting options

9. Any alterations to kerbside spaces such as pay and display scheme/loading/line markings/signage pole shall be agreed with E&T Department at detailed design stage

Reason: In the interest of orderly development

10. All signage and road markings to comply with the *Traffic Signs Manual*

Reason: In the interest of orderly development

11. Prior to commencement of works, Transport Infrastructure Ireland shall consult with the Roads Design and Construction Division of Dublin City Council regarding any works that impact on bridges within Dublin City's jurisdiction. All works to bridges shall align with best practice as set out in TII Publications (Standards and Technical).

Reason: In the interest of orderly development

Reinstatement & Maintenance:

12. 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 Dublin City Council.

Reason: In the interest of orderly development

13. The extent and type of the reinstatement required shall be agreed with Dublin City Council prior to commencement of any work on site. This shall be shown on drawings and signed off on by both parties

Reason: In the interest of orderly development

14. Detailed drawings should be prepared and forwarded to Dublin City Council for written agreement prior to commencement of development, setting out proposed construction details for any works to the public realm to include proposed materials and construction details.

Reason: In the interest of orderly development

15. 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-apr-2017.pdf) or any updated version.

Reason: In the interest of orderly development

16. Samples of all new natural stone kerbs, flags and setts to be used in reinstatement and/or upgrade works shall be supplied to Dublin City Council for written agreement prior to commencement of development

Reason: In the interest of orderly development

17. Regarding bridge structures along the route, prior to commencement of works Transport Infrastructure Ireland and Dublin City Council shall agree in writing details regarding ownership and maintenance of relevant bridges prior to the commencement of development.

Reason: In the interest of orderly development

Construction Period:

18. Prior to commencement of works, Transport Infrastructure Ireland shall engage with Dublin City Council to agree in writing 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. Transport Infrastructure Ireland shall continually liaise with Dublin City Council during construction through an agreed schedule of regular meetings.

Reason: In the interest of orderly development

19. All roadworks shall be carried out in accordance with the current edition of Dublin City Council's *Directive for the Control and Management of Roadworks in Dublin City* unless otherwise agreed with Dublin City Council.

Reason: In the interest of orderly development

20. In cases of reinstatement of areas where the roadway or footway is not being reconstructed in full (e.g. trench for utility along side street) Transport Infrastructure Ireland or their Contractor shall pay Dublin City Council 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 \(rmo.ie\)](https://www.rmo.ie/guidelines-for-managing-openings-in-public-roads-apr-2017.pdf)* or any updated version.

Reason: In the interest of orderly development

21. All antique setts if removed as part of the works shall be cleaned, stored on pallets by the contractor and reinstated in the carriageway to with Dublin City Council's specification if required by Dublin City Council unless otherwise agreed with Dublin City Council.

Reason: In the interest of orderly development

22. All existing and antique natural stone kerbs and flags, if removed without damage as part of the works, shall be cleaned, stored on pallets by the contractor and reinstated in the footway to with Dublin City Council's specification

Reason: In the interest of orderly development

23. Specific areas and infrastructure to be taken in charge shall be agreed in writing with Dublin City Council

Reason: In the interest of orderly development

24. 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->

Reason: In the interest of orderly development

DCC Environmental Protection Division

1. The detailed surface water (SW) drainage design shall be agreed in writing with DCC Drainage Planning, Policy and Development Control prior to commencement. TII, their agents or contractor must comply with the Greater Dublin Regional Code of Practice for Development Works – version 6.0 (available from www.dublincity.ie Forms and Downloads) and any other relevant specifications as shall issue by DCC's Drainage Planning, Policy and Development Control during the construction of the Works.

Reason: In the interest of orderly development

2. (i) The development shall incorporate Sustainable Drainage Systems in the management of surface water, providing an integrated approach with the landscaping proposals. Full details of these shall be agreed in writing with DCC Drainage Planning, Policy and Development Control prior to commencement of construction. Soft landscaping should be considered before hard landscaping. The SuDS design should refer to the new Dublin City Council Sustainable Drainage Design and Evaluation Guide published in 2021.

(ii) Submission to include a detailed design check which shall incorporate:

- Full design details including rationale and calculations and flow control measures, discharge rates etc. in each area/sub-catchment.
- Gully and swales /SuDS elements design to be approved where additional required. Drawings should also indicate where revisions to existing SW infrastructure are necessary.
- Manhole design to facilitate flow control devices, discharge manholes etc.
- Functionality of swale connection pipes throughout.
- Check of attenuation volumes provided.

Reason: In the interest of orderly development

3. TII, their agents or contractor shall submit details, including cross-sections of buildings/ foundations in relation to all affected SW sewers, for the written agreement of DCC's Drainage Planning, Policy and Development Control. No additional loading shall be placed on any surface water sewer and any damage to a sewer shall be rectified at TII's expense.

Reason: In the interest of orderly development

4. Surveys on the location and condition of the surface water infrastructure sewers, both pre and post development, shall be carried out by the developer. This shall include any sewers which are close enough to the Metrolink route that their later maintenance would require consultation with TII and any sewers that might be impacted by the tunnel construction process. These shall be upgraded in advance of works commencing if this is deemed necessary by Environmental

Protection Division. Any damage to public drainage infrastructure shall be rectified at the developer's/ contractor's expense.

Reason: In the interest of orderly development

5. As constructed drawings and a CCTV survey of all new public pipelines and pipelines to be taken in charge must be submitted to DCC Drainage Planning, Policy and Development Control after the completion of each phase of the development on site. This submission should include drawings indicating clearly the proposed demarcation between public and private SW drainage infrastructure. Future maintenance responsibility for all new and altered surface water drainage elements of the project and all existing drainage in proximity to the Metrolink route is to be agreed in writing with the Environmental Protection Division

Reason: In the interest of orderly development

6. TII shall model the cumulative effects of the proposed SW sewer diversions and compile a report specifying the details of all sewer upgrades and diversions and confirming that adequate capacity will be provided in surface water sewers, taking into account future demand. Particular attention shall be paid to the diversion of the Wad River to ensure there is no reduction in conveyance capacity and that there is no increase in flood risk during or after the works.

Reason: In the interest of orderly development

7. Each SW sewer diversion and any new connection to the SW network shall be carried out under separate licence from DCC Drainage Planning, Policy and Development Control. TII, their agents or contractor shall comply with the licensing and connection procedure of DCC Drainage Planning, Policy and Development Control. No application for a licence will be accepted until the drainage design details are agreed in writing.

Reason: In the interest of orderly development

8. There shall be no pumping or discharge of groundwater or any other trade effluent to Dublin City Council sewers or waters except under and in accordance with a licence granted by Dublin City Council as required by the Local Government (Water Pollution) Acts, 1977 and 1990.

Please note, Dublin City Council is the local authority responsible for the surface water drainage network. Irish Water is the sanitary authority responsible for the foul and combined drainage network.

Reason: In the interest of orderly development

9. All internal basement drainage must be designed in accordance with the City Council's policy on basements as set out in the Greater Dublin Strategic Drainage Study - Regional Drainage Policy – Volume 6, Basements. In particular, all internal drainage shall be pumped so as to discharge by gravity from the site to the public sewer and all openings to such structures shall be higher than the prevailing flood level in the area. All underground structures must be constructed to be watertight and therefore eliminate any permanent requirement to discharge groundwater. The design should address any potential risk of flotation or structural failure arising from making the structure watertight and should take steps to eliminate such risks.

Reason: To minimise flood risk

10. TII shall ensure that a Site Specific Flood Risk Assessment is carried out and submitted for the proposed scheme. This should identify and quantify the potential risks from all sources including coastal, fluvial, pluvial and groundwater. TII shall confirm in writing to the Drainage Division that the scheme has been designed such that the risk of flooding to the scheme has been reduced as far as is reasonably practicable, and that the proposals do not increase the risk of flooding to any adjacent or nearby area.

Reason: To minimise flood risk

Air Quality Monitoring and Noise Control Unit

The works shall be carried out having regard to a Construction Management Plan. The plan must be written having regard to the Dublin City Council, Air Quality Monitoring and Noise Control Unit Good Practice Guide for Construction and Demolition (below link). The Plan shall include remedial measures identified owing to the results of the baseline monitoring survey as committed to in the EIS. The plan shall be submitted to and approved in writing by the Planning Authority before work commences.

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

Reason: To reduce the intrusion of noise and in the interest of amenity

2(a). The hours of operation for the construction phase for all construction sites including depots shall be restricted to 7.00am to 7.00pm, Monday to Friday, and 8.00am to 2.00pm on Saturdays. Permission to work outside of these hours must be subject to the approval of Dublin City Council.

2(b). Details of the hours of operation for the tunnel boring operation shall be agreed in writing with the Planning Authority prior to the commencement of boring operations.

Reason: In order to safeguard the amenities of the area

3. The commitments and remedial measures proposed in the Airborne Noise & Ground borne Noise Mitigation Policy submitted with the EIA shall be implemented in full. TII must enter into discussion with DCC prior to construction start regarding its monitoring regime, information sharing and details of any mitigation measures which are required.

Reason: To reduce the intrusion of noise and in the interest of amenity

Public Lighting

The following requirements of DCC's Public Lighting Section shall be adhered to:

1. Briefings to be provided on the general layouts in each area in order to fully understand and assess public lighting requirements
2. Ongoing consultation is required at all stages from design, to construction, to testing, commissioning and handover/taking in charge.
3. A formal documented approvals process is required to be put in place with sign off at each stage
4. New and/or altered public lighting schemes shall comply and be designed to IS EN13021. They shall also comply with DCC's General Specification for Public Lighting
5. Light Level Classes are dependent upon Daily Traffic Flows and levels of usage (both vehicular and pedestrian) and need to be formally agreed and signed off for each area of the project
6. All public lighting works shall be carried out by a competent public lighting contractor or operator (such as DCC Public Lighting Services)
7. Condition Assessment of lighting infrastructure shall be required in advance

8. Replacement of existing Lighting Infrastructure with new infrastructure shall occur as necessary
9. Some lighting Infrastructure will at end of life and the upgrading of luminaires may require the upgrade the entire PL asset, including the column, cabling, and ducting for electrical and lighting compliance.
10. Upgrade of luminaires to high efficiency LED luminaires is a minimum requirement for each area. LEDs shall comply with DCC General Specification
11. Applicant shall establish lighting circuits and electrical supply locations at design stage
12. Applicant shall establish if any third party infrastructure, e.g. Traffic Lights, are supplied from the public lighting infrastructure and plan to relocate accordingly
13. There is a limitation on where lights can be re-located. Careful consideration needed
14. Need to minimise street clutter to avoid plethora of supply pillars and other street furniture
15. Lighting Works shall require alterations to other Utility Services as necessary
16. Permits may be required to work on lights, e.g. close to lights on ESB Network Infrastructure or Luas Tram Network Infrastructure
17. 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.
18. Lighting Designers shall carefully consider existing tree locations in their designs.
19. GPPR surveys shall take place advance of construction in certain areas as necessary
20. The applicant shall locate all underground services and identify possible underground congestion
21. The applicant shall locate any cellars under footpaths/roads
22. Facilitates detailed design of new lighting infrastructure and identifies possible location for lighting columns and duct routes etc.

Reason: In the interests of amenity and public safety

Notes to applicant: (a) 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 Metro-link cannot alter, remove or relocate lighting infrastructure mounted on ESB Infrastructure without DCC PL and ESNB approval.

(b) There appear to be significant pavement works in most areas that will require complete replacement of existing lighting infrastructure including provision of ducts, cable chambers, lighting columns, luminaires, cabling, supply pillars and these details shall be addressed in the detailed design process

City Architects

The applicant shall comply with the following requirements of DCC's City Architects:

1. (a) All external materials shall be low-maintenance and durable. The materials shall be generally as per 'Materials Palette.pdf' and EIAR Appendix 'A27.1 Photomontages.pdf' submitted with the application documentation and all materials and finishes shall knit in with the existing Dublin City palette of materials, street furniture etc. and the design shall ensure that the installation of security devices is avoided; the Urban Realm proposals shown in 'Materials Palette.pdf' shall be integrated into the scheme through the procurement process to ensure high quality public realm proposals are delivered and all external materials shall be agreed in writing with the planning authority prior to the commencement of any development

(b) All street furniture and pop up elements need to be highly durable, vandal proof and easy to maintain and agreed in writing with the Planning Authority where they are to be taken in charge. This selection criteria must be applied from the outset when designing or selecting all street furniture items.

Reason: In the interests of visual amenity and the achievement of a high quality public domain

3. Universal Design Principles shall be applied to all aspects of MetroLink with access for all passengers treated with equal importance. Passenger lifts should be given equal priority to entrance canopies and integrated into the public realm accordingly in line with Universal Design Principles and equal access for all.

Reason: In the interests of universal access

4. The number of surface interventions (ventilation shafts etc.) shall be minimised as much as possible and all proposed interventions should be carefully designed and integrated into the public realm. Potential for vandalism and maintenance requirements need to be carefully considered

Reason: In the interests of visual amenity and the achievement of a high quality public domain

5. Station signage shall be kept to the minimum required and lamp standards shall be positioned to avoid clutter

In the interests of visual amenity and the achievement of a high quality public domain

6. Wherever possible landscape/greening/raised planting/seating interventions should be used as an alternative to bollards

Reason: To avoid an over-proliferation of 'Bollards or equivalent (HVM)' at each station in the interests of visual amenity of the public realm and avoid creation of potential hazards for visually impaired pedestrians.

7. Details, specifications, loadings, guarding, bollards, lighting, sirens, signage, maintenance requirements, etc. of the proposed vents and hatches shall be provided for these openings to clarify if/how they will open in the event of an emergency and what impact they will have on the public realm

Reason: In the interests of public safety

8. All utility/service supply cabinets will be located below ground level unless otherwise agreed with the planning authority in writing.

9. The number of trees removed shall be minimised and any trees removed shall be replaced with new appropriate tree specimens

Reason: To support greening, biodiversity and environmental sustainability.

10. The treatment of the wall at Griffith Park Station shall be agreed in writing the Planning Authority prior to the commencement of development and shall include for example, stone cladding, imprinted concrete with artistic design, planted walls, windows, sections in relief and recessed elements, greening at base of walls etc. which could provide some animation and rhythm to the wall. Lighting on the footpath along the edge of the retaining wall to the football pitch shall be agreed in writing with the planning authority prior to the commencement of development

Reason: In order to ensure passenger safety

Mater Station

11. The height of roof light upstands at Mater Station shall be agreed in writing with the planning authority prior to the commencement of development

Reason: To avoid anti-social behaviour

Tara Street Station

1. The details of the Public Domain and Landscaping for this station shall be agreed in writing with the planning authority prior to the commencement of development and shall include the following (i) design must promote pedestrian priority including widening of substandard width footpaths

(ii) The surface material used including the material for the shared carriageway on both Luke St and Poolbeg St needs to be carefully selected to promote pedestrian priority.

Reason: In the interests of a quality public realm

Parks, Biodiversity and Landscape Services

1. In order to retain the open views of Our Lady of Victories Church (Collins Avenue Station) as the architectural focal point in the locality mitigation measures shall be implemented and shall include height reduction of skylights, removal of proposed tree planting to front of church and coordination of materials and colours with the church building. Full details to be submitted and agreed in writing with the planning authority prior to the commencement of development
2. The following information shall be submitted to the planning authority for written agreement at detail design stage:
 - (i) Site hoarding alignment plan
 - (ii) Tree survey, tree impact plan and tree protection plan prepared by an arboriculturist
 - (iii) A landscape plan with details indicating the park's landscape reinstatement works, hard and soft works, and boundaries design, prepared by a landscape architect
 - (iv) Specification of materials
 - (v) Outline project programme, including a 36 month DLP/Maintenance period for all works within the park
3. Details of replacement tree planting and pitch drainage and irrigation details at Griffith Park Station shall be submitted for the written agreement of the planning authority prior to the commencement of development
4. Details of screening of the Mater Station's skylights and vents shall be submitted for the written agreement of the planning authority prior to the commencement of development
5. The existing trees at the Mater Station site shall be surveyed before removal so that similar replacement planting may be achieved post construction.
6. Detailed landscape /public realm plan to include further greening opportunities for Tara Street Station and compensatory street-tree planning for Charlemont Station shall be submitted to the planning authority for written agreement prior to the commencement of development

Biodiversity

1. Badger: The proposed mitigation in the EIAR to be implemented in full and the timeframe for the "pre-construction checks of the activity status of all setts" shall be 6 months prior to construction to ensure that no further setts have been established. The ecologist for the project shall also consult with the National Parks and Wildlife Service (NPWS) prior to construction
2. Bats: mitigation through a programme of replacing hedges and trees years in advance of construction allowing for hedgerows and trees to mature and reduce impacts when construction takes place. Details to be agreed in writing with the planning authority.
3. The following information shall be provided to DCC for written approval at detail design stage:
 - (i) Lighting Management Plan (that's been reviewed by bat ecologist)
 - (ii) Detailed bat survey data within DCC lands, including table of number of bats recorded per species per survey date.
4. Protected species: Further evaluation of some species required and mitigation measures required (see report for full detail)
5. Japanese Knotweed: complete Japanese knotweed surveys using a suitably qualified ecologist and conduct any required eradication programme.

Telecoms:

1. 2 x110MM ducts shall be installed in a duct bank along the complete length of the route with associated access chambers at regular intervals of not more than 200m.

Reason: in the interest of orderly development

Public Art

1. The Proposed Scheme shall incorporate public art in accordance with the provisions of the Per Cent for Art Scheme. The process of commissioning public art within Dublin City Council's administrative area shall be managed by Dublin City Council's Arts Office in accordance with national guidelines, 'Public Art: Per Cent for Art Scheme' (2004) and in consultation with the National Transport Authority.

Reason: To animate the public domain and promote the arts and culture in the city

Street Furniture

1. All street furniture and pop up elements highly durable, low maintenance, vandal resistant (where they come into contact with the public) and should have minimal embodied environmental impact.
 2. Details of any above ground structures not detailed on rail-order application drawings, arising from detailed design or other requirements, shall be subject of written agreement with the planning authority
- Reason: In the interests of visual amenity and to minimise clutter in the public domain.

Reason: in the interest of orderly development

Appendix 2

Departmental Reports

Planning and Property Development Department

Ballymun Local Area Plan 2017

The LAP was adopted in October 2017 as a 6-year plan. In October 2022 DCC elected members voted to extend the life of the LAP up until October 2027 to enable the continued implementation of its objectives.

The LAP covers an area of approx. 270 hectares within DCC's administrative area. The LAP identifies 31 no. vacant sites available for (re)development. While a small number of sites have been developed since the LAP adoption, there remains a significant amount of undeveloped land. These lands are under the ownership of DCC which is actively engaged in seeking the development of sites per the LAP objectives.

The area north of the LAP/ DCC administrative boundary, between St. Margaret's Road and the M50, forms a crucial contextual zone for the LAP, referred to in the LAP as the "Ballymun M50" lands. DCC is a key landowner of these lands which lie with Fingal County Council's administrative area. The LAP sets out the strategic vision for the "Ballymun M50" lands, which accords with the provisions of the FCC Development Plan 2017-2023.

LAP OBJECTIVES

The LAP contains a series of high-level key principles for the area, including:

KP5: To complete outstanding infrastructure to enhance connectivity both within Ballymun and to the surrounding area, and to service the remaining development sites.

Furthermore, detailed Movement objectives are contained within Chapter 5 of the LAP, and are listed below for reference:

It is an objective of Dublin City Council to: -

MO1: Complete the outstanding pieces of road infrastructure required to enhance connectivity and service the remaining development sites. All new road schemes will be delivered in accordance with the Principles of Road Development set out in the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' (reference Section 5.8.3 of NTA Strategy).

MO2: Work with Fingal County Council and the NTA to ensure the provision of a high-quality rail transport system (Metro North) is delivered through Ballymun. To protect the character of the emerging Main Street the LAP is seeking that the future Metro line respects the desire for enhanced permeability, with the line ideally running underground until the junction with Santry Avenue. Further realignment of Main Street should also provide for enhanced and segregated cycle facilities.

MO3: Facilitate the delivery of a core bus corridor through Ballymun as proposed in the NTA Transport Strategy.

MO4: Work with the NTA to ensure that the recommendations of the bus network review are implemented in Ballymun, in particular seeking a new connection between Ballymun and Dublin Airport.

MO5: Ensure all new developments are designed with permeability in mind and are cycle and pedestrian friendly.

MO6: Explore the potential for a new access point at Santry Demesne with Fingal County Council and Trinity College Dublin.

MO7: Explore the provision of a cycle lane on Santry Avenue in tandem with the NTA 'Bus Network Review'.

MO8: Explore the potential of a multi-storey car park near Main Street as part of a sustainable travel strategy.

In recognition of the added economic value that a MetroLink station can bring to an area, its delivery is also specifically supported under the economic objectives of the LAP:

E11: Support the delivery of Metro North and the provision of a station in the heart of Ballymun Main Street (in the vicinity of Cearnog an tSeachtar Laoch), and also in the vicinity of / linking to the M50 lands.

It is clear from Objectives M02 and E11 above that the LAP supports the provision of MetroLink through Ballymun, with stations located in the heart of Main Street and serving the Ballymun M50 lands. The delivery of a MetroLink station in Ballymun will significantly enhance the connectivity of the area with the airport and the City Centre.

The LAP was prepared following the publication of the 2015 North Dublin/ Fingal Transport Study (the Study), which identified the overall corridor for the new Metro North, now MetroLink. The Study included provision for surface-level metro stops at DCU (Collins Avenue), Ballymun and Northwood. Whilst the LAP strongly supported the delivery of a metro route through Ballymun it stated:

"it is imperative that any rail line through the Main Street does not segregate east and west Ballymun as was the case pre-regeneration when the dual-carriageway ran through the area. Considerable public money has been invested creating and developing an urban Main Street, with new connections and ease of pedestrian and cycle movement. In order to prevent the segregation which a rail transport system requires, the LAP calls for any future Metro line to have regard to the LAP objectives to create an urban Main Street with enhanced permeability and to ideally run the Metro underground through the Main Street until after the junction with Santry Avenue".

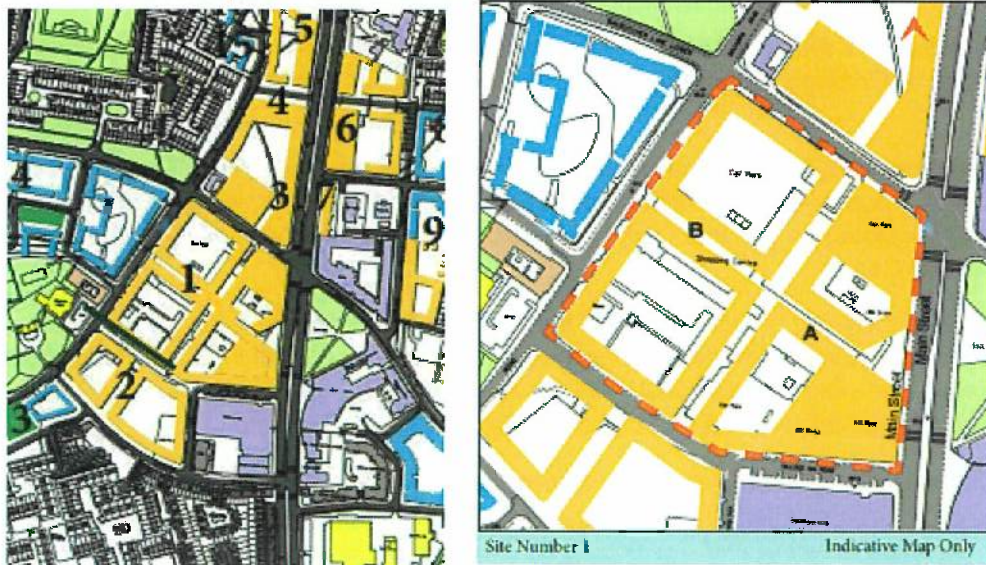
The current proposal to provide the MetroLink route underground through the entire urban area of Ballymun, with underground stations at Ballymun town centre and Northwood is welcomed in the context of the LAP objectives.

BALLYMUN STATION

The proposed Ballymun Station is located within Site 1 of the LAP, along the new Ballymun Main Street. This site, which was once home to the Ballymun Shopping Centre, now demolished, is identified as the key commercial site for Main Street.

The Ballymun Main Street as set out in the LAP extends for 1km from the Gateway Housing Development in the south to Santry Cross in the north. While some sites along this route have been developed, others remain vacant sites awaiting redevelopment. Site 1, which sits in the middle of Main Street has an area of 3.2 ha. Identified as a Key District Centre site, the LAP site brief estimates the site can deliver in the order of c. 300 no. residential units in blocks addressing Sillogue Road and c. 41,000 sq.m of commercial/ mixed use in blocks adjoining the Main Street, subject to detailed design and use mix.

Images from Ballymun Local Area Plan 2017

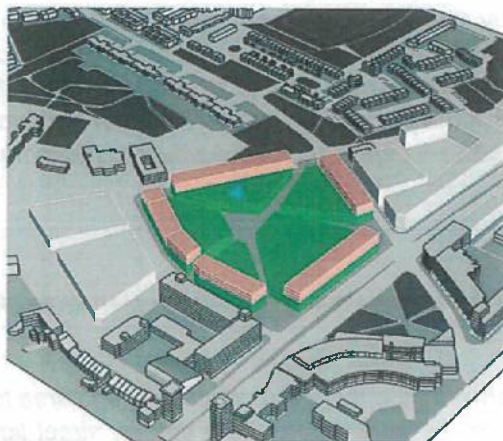


The following sections of the LAP apply:

Site A: Active uses and frontages are required on the ground floor level in order to maximise the block's prominence on Main Street. These blocks should provide a significant amount of retail uses in line with the land use zoning and "District centre" designation. Innovative and exciting uses that complement Axis or other cultural functions of the city or of regional significance could also be accommodated on this site. In order to provide a central hub for this significant Main Street development site, it is a specific objective of the LAP (Objective UD2), that an area of open space is provided fronting onto Main Street.

Site B: These two blocks could be largely residential in nature but a mix of uses would be acceptable depending on market conditions and demands.

In June 2019, DCC commissioned a study to show how a metrolink underground station could be integrated on Site 1. One option (B) indicated that a linear plaza, some 20m wide framed by 4-9 storey set back buildings could be accommodated on the site (see extract below).

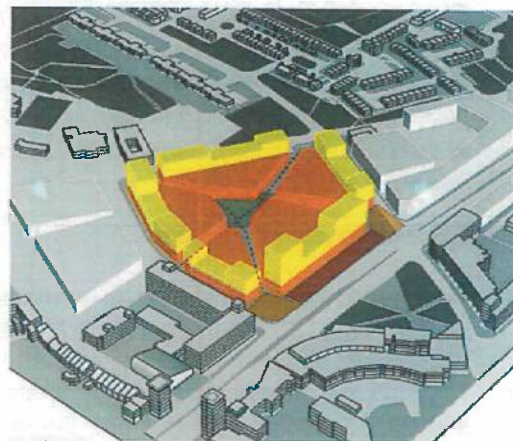


Option A

Lower Scale, 2-5 Storeys

The variation in height from 2-5 storeys helps to supply each unit with natural sunlight while also allowing natural light to flood into each access route and at ground level. Option A assumes that Metrolink passengers would alight within the built form of the centre.

- Height
c.15 metres
- Retail/Commercial
2 storeys
- Residential
3 storeys



Option B

Greater Height Variation and Scale

Incorporating high, medium and low residential units for each block benefits the overall scheme as it plays an important role at an urban scale.

Each high corner provides a strong defining edge for each surrounding street. At street level it provides each opening corner with shelter, thus creating a more inviting entrance with an appropriate and intimate human scale at street level.

The variation in height also helps to supply each unit at a lower level with natural sunlight while also allowing natural light to flood into each access route at ground level.

Travellers on Metrolink could alight at street level from the underground station below rather than within the complex.

- Height
c.37.5 metres
- Retail/Commercial
2 storeys
- Residential
4-9 storeys

4.2 URBAN FORM & DESIGN

Concerning the design of the Ballymun Station, regard must be had to the LAP objectives for urban form and design specific for Main Street. The following objectives are considered to be of particular relevance:

Objective

UD1: Create high quality urban spaces through the use of quality urban design.

UD2: Implement the urban form and design objectives set out in detail within Section 5.5.2 of the LAP.

UD3: Complete the Main Street creating an attractive space within which to live, shop, do business and socialise.

Section 5.5.2: Main Street Objectives:

- To create an identifiable central core within Main Street to act as a focal point for Ballymun. This should include the improvement and visual upgrading of the plaza space in front of axis to define the space and improve its use.
- To incorporate an open space area in front of the existing shopping centre site to tie-in with the open space in front of axis and reinforce a sense of arrival to the centre of Ballymun. This needs to be a quality built environment to instil a sense of arrival and encourage people to stop and shop/ do business along Main Street.
- To provide a secondary civic public open space to the south of Santry Cross (west of Main Street), directly opposite St. Pappin's Nursing Home (a projected structure).

- *To delineate Main Street with a colonnade of trees and additional hard and soft landscaping. This should be continued along the R108 to the M50 interchange.*
- *The provision of a station for Metro North (or any alternative rail-based system through the area) should integrate successfully with the 'civic precinct' and improve the functionality of this important space. **Ease of pedestrian movement from one side of the road to the other is required.** These crossings should be implemented with the build-out of the street and provided at suitable locations to support existing uses and services. Significant barriers to movement will not be accepted.*

Section 5.5.2 Materials and Design

- *New public footpaths should be permanent and constructed using the same materials as already in place (e.g. Shannon paving and marshal curbs).*
- *To provide a shared vocabulary of materials and details within each community and area to give a distinct identity. This includes the public realm, street furniture, kerb details, street lighting, planting species, boundary treatments etc.*
- *To select good quality and durable materials and design. The choice of materials and their details are crucial for the enduring quality of the project. Materials and details should be appropriate for the individual locations and have regard to the existing palette of materials.*

While the Drawings reference the Bus Connects proposals, it must be noted that these proposals are also still at the planning stage and must be integrated into the Metro Station Environs. The applicant should have regard to the Part 8 Planning consent granted for the Plaza in September 2021 (Reg. Ref. 3131/21), the on-site works of which are expected to commence in 2023. The provision of car parking at this particular location, as proposed, would seriously detract from the creation of a pedestrian-focused civic space. The design brief for Site 1 within the LAP states:

- *"In order to provide a central hub for this significant Main Street development site, it is a specific objective of the LAP (Objective UD2), that an area of open space is provided fronting onto Main Street. Synergies between this space and the Plaza, Cearnóg an tSeachtar Laoch, across the road are desirable, e.g. unity in landscape treatment."*

It is also noted that the landscape drawings provided on the web link provided, within the book entitled "Landscaping Details: Fingal County Council and Dublin City Council", do not contain any landscape details for this site or the rest of the DCC lands. Therefore a full and detailed assessment of the materials proposed has not been carried out.

It is recommended that TII redesign the public domain interface between the station and the roadway, taking into account the need to prioritise pedestrian movement and the provision of civic space. Materials should take account of and tie in with existing materials along Main Street and those proposed for the new Civic Plaza at Cearnóg an tSeachtar Laoch.

It is also noted that the proposal includes provision for 292-cycle spaces. It is recommended that the placing of bike stands as shown along the new Civic space on Main Street will lead to excessive pedestrian impediments and visual clutter. Given that bike parking at a station will frequently be for a full working day, **it is recommended that multi-storage bike areas should be provided, either as stand-alone elements or as part of the new station box.** Parking should not be treated the same as parking in front of shops etc. and daytime storage rather than ease of parking is more appropriate.

NORTHWOOD STATION

Site nos. 29 and 31 of the LAP, both of which are in DCC ownership, are impacted by the MetroLink proposals.

Concerning Site no. 31 (the site of the proposed station) it should be noted DCC, as the landowner, commissioned a feasibility study to examine the potential to deliver high-density uses alongside a new

municipal GAA facility. No detailed designs have been prepared to date, and as such future proposals will be able to take account of the MetroLink (and Bus Connects) proposals in their plans. Due to the proposed temporary land taken along the northern half of this site, which is earmarked for high-density residential and mixed-use development, this future development site is sterilised until after the MetroLink is constructed.

Site 29, to the north, is also sterilised until after the MetroLink delivery, as it is shown for use as a logistics yard associated with MetroLink. **Please note that this site contains old field boundaries.** Any works to this field boundary should be addressed in the Planning scheme.

The LAP makes reference to a specific local objective within the current FCC Development Plan to facilitate the provision of an underpass to include provision for a car, bus, cycle and pedestrian route linking the DCC-owned Ballymun M50 lands to the west and the Northwood/ Santry Demesne lands to the east, to order to enhance connectivity in the area (Objective 93 of the FCC Development Plan 2017). This objective was a condition of the previously permitted Metro North from An Bord Pleanála (PL06F.NA0003). The connectivity was sought by DCC when the previous Northwood Metro station was located entirely to the east of the R108. With the current proposed Northwood stop now straddling (under) the R108, with entrance points on both sides of the road, this underpass is no longer considered necessary and is not sought for by DCC.

The key points concerning the proposed Northwood stop are similar in nature to those raised for the Ballymun stop:

- Confirmation from TII concerning the future constraints on Site no. 31 of the LAP: Is there scope to build over any aspects of the Station stop?
- This stop proposes 204 cycle spaces. It is recommended that the at-grade street provision will create pedestrian and visual street clutter. Provision for multi-storage bike areas should be provided in place of at-grade bike storage.
- The landscape strategy should include tree planting to the median of Ballymun Road (R108) to be provided by either Bus Connects or MetroLink. A key focus of this area should be the creation of a more pedestrian-friendly environment that creates a safe and visually pleasing pedestrian place that enhances east-west movement in this new emerging urban area.

CONCLUSION

To conclude the LAP is the statutory plan for Ballymun. The LAP supports the provision of MetroLink running underground through the area with stops located in the heart of Main Street and serving the Ballymun M50 lands.

It is recommended that clarification is sought concerning the development potential of DCC-owned sites directly impacted by MetroLink. It is also recommended that minor amendments are sought to enhance the pedestrian environment and create attractive and safe places.

City Valuer's Office

(Email 06/01/2023)

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

1. DCC should be compensated for its lands utilised for the Project (including tenanted and leased properties, if any), whether title is/is not taken, in accordance with statute; the Acquisition of Land (Assessment of Compensation) Act, 1919, as amended, relevant case law and protocols. In the latter context, the Council shall be entitled to recover its reasonable professional fees incurred in dealing with the project acquisitions. Interest shall be payable on compensation amounts from the date of entry and taking possession of the Council plots (excluding Road-Bed cases only).
2. If title to DCC land is being transferred to TII/NTA or another, the Council, in addition to compensation under 1. above, will retain the air-rights for development purposes, as appropriate. In the cases where air-rights are retained by the Council, compensation payable shall reflect this fact.
3. Appropriate accommodation works should be provided at DCC properties affected by the Project.

Housing Development Division – Housing and Community

(email 06/01/2023)

Following our meeting in December please find Housing Development's initial observation for inclusion in submission to ABP

"With reference to properties at the corner of Luke Street and Townsend Street (specifically 23 and 34 Luke Street and 25-32 Townsend Street), should these properties and associated lands be acquired by TII, as part of the Metrolink project, we will require TII to liaise with Dublin City Council's Housing and Community Services Department on all aspects of their plan. It should be noted that notwithstanding a pressing requirement for existing tenants in 25-35 Townsend Street to be satisfactorily relocated in the event of such an acquisition, the site itself has considerable development potential which must be realised by the City Council. To this end we have commissioned a feasibility study to examine the development potential of the site as a whole.

It should be noted that Dublin City Council would require a considerable lead-in period in the event of having to relocate tenants. Throughout this process DCC will continue discussions on a range of key issues with TII including, but not limited to, the requirements of existing tenants, the undertaking of necessary stakeholder engagement, programming and appropriate compensation."

Regards and thanks,

Michelle

Michelle Robinson | Senior Executive Officer | Housing Development | Dublin City Council | Housing & Community | Civic Offices | Wood Quay | Dublin 8.

Oifigeach Feidhmiúcháin Sinsearach | Comhairle Cathrach Baile Átha Cliath | Oifigí Cathartha | An Ché Adhmaid | Baile Átha Cliath 8.

T +353 1 222 6114 | M 087 454 1126 Email: michelle.robinson@dublincity.ie | www.dublincity.ie

Dublin City Council Archaeology Section - MetroLink Observations

November 10, 2022

Introduction

This report refers to proposed works within the DCC area only. Dublin City Council Archaeology Section attended a number of consultation meetings with TII during preparation of the EIAR.

Background

The proposed MetroLink includes three stations (O'Connell Street, Tara Street, St Stephen's Green) that are located within the Zone of Archaeological Constraint for Recorded Monument DU018-020 (Historic City). The Record of Monuments and Places (RMP) is subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994.

The MetroLink study area also passes through the Zone of Archaeological Constraint for Recorded Monument DU018-005 (St Mobhi Ecclesiastical Site). The above Recorded Monument is identified as a Zone of Archaeological Interest in the current Dublin City Development (2016-22) and Draft Dublin City Development Plan.

Saint Stephen's Green is a National Monument (DU018-020334), and is subject to protection under Section 14 of the National Monuments (Amendment) Act 1994.

EIAR

The likely direct and indirect significant effects of the proposed project on archaeology and cultural heritage are addressed in Chapter 25 of the Environmental Impact Assessment Report (EIAR), produced by TII. The EIAR assesses the impact of MetroLink on Archaeology and Cultural Heritage during the Construction Phase and Operational Phase and proposes mitigation measures to minimise identified impacts.

This assessment was based on publicly available information, consultation with relevant bodies, field inspections, archaeological investigations, including both non-invasive geophysical surveys and invasive excavations, as well as an underwater wade and metal detection survey for a short section of the Broadmeadow River. The study area varied along the alignment, extending to 250m either side of the project boundary where the Project is at ground level and extending to 100m either side of the tunnel alignment.

The EIAR report provides a comprehensive baseline desk study of published and unpublished documentary and cartographic sources, supported by a field survey and archaeological investigations. The EIAR identifies a large number of archaeological sites within Dublin City Council's administrative area, including seven sites of very high importance. The Parnell Monument (DU018-425) and 14 – 17 Moore St (DU018-390) are both National Monuments situated in close proximity to the proposed MetroLink station at O'Connell Street. St Stephen's Green is a National Monument and is the location for the proposed St Stephen's Green Station.

There are a further twenty six archaeological sites of high importance and thirty sites of medium importance through this section of the alignment. This includes the proposed location of Griffith Park Station, which will be located on lands currently occupied by Home Farm Football Club pitch, where

curving ditches and linear features were identified by geophysical survey and test excavation. The impact of the scheme on industrial heritage is also assessed, including the construction of the proposed Glasnevin Station adjacent to the Royal Canal.

The impacts are summarised in Section 25.5.1. Prior to the implementation of mitigation strategies (see Section 25.6 below), a range of potential significant negative effects on the archaeological and cultural heritage baseline environment have been identified as a result of the construction of the proposed Project (Table 25.9). These include potential direct and indirect impacts.

The proposed Project has the potential to have a very significant direct negative (permanent) effect on archaeology and cultural heritage constraints during the Construction Phase. These are:

- Four enclosures (ACH009, 075, 080 and 096);
- One ring ditch (ACH003)
- One structure (ACH059);
- One burnt mound (ACH073);
- One field system (ACH074);
- Two burnt spreads (ACH106 and 107)
- One canal (ACH149)
- One brickworks (ACH179);
- One church (ACH196);
- One hospital (ACH197); and
- St Stephen's Green Park National Monument (ACH211) incorporating below ground remains of its associated boundary ditch (ACH211.1), wall (ACH211.2) and cultural heritage associations.

The proposed Project will also have a very significant short term indirect impact on St Stephen's Green Park National Monument (ACH211), due to the visual disturbance generated by construction activities, including the erection of hoarding.

The proposed Project has the potential to have a significant direct negative permanent effect on archaeology and cultural heritage constraints during the Construction Phase. These are:

- 18 AAPs (ACH001, 004, 019, 021, 051, 068, 077, 081, 086, 093, 108, 110, 127, 132, 136, 166, 177, and 194);
- One Halting Site (ACH012);
- Four Archaeological Sites identified during investigations (ACH095, 097, 105 and 109);
- One shrine (ACH053);
- One public house (ACH145);
- One railway (ACH147);
- One Historic Town and associated potential archaeological remains (ACH169);
- One GAA club (ACH093);
- One 1916 streetscape (ACH178); and
- One statue (ACH046).

The proposed Project has the potential to have a significant indirect permanent negative effect on two archaeology and cultural heritage constraints during the Construction Phase. These are:

- One bridge (indirect impact; ACH020); and

- One Moore Street National Monument (ACH180).

The proposed Project has the potential to have a moderate direct negative permanent effect on 26 archaeology and cultural heritage constraints and an indirect negative impact on one constraint during the Construction Phase. These are:

- 13 townland boundaries (ACH010, 011, 043, 047, 049, 069, 085, 099, 102, 103, 104, 112, and 113);
- Seven AAPs (ACH028, 029, 033, 035, 115, 116, and 225);
- Five 'sites of' structures (ACH146, 147.1, 147.2, 147.5 and 149.2); and
- Two railway sidings (ACH147.3 and 147.4).

The proposed Project has the potential to have a slight direct negative permanent effect on nine archaeology and cultural heritage constraints during the Construction Phase. These are:

- Five 'sites' of structures (ACH026, 044, 071, 149.1 and 151);
 - Two townland boundaries (ACH067 and 143);
 - One GAA club (ACH131); and
 - One Site of tram (ACH167).
- Volume 3 Book 3: Material Assets, Waste and Materials Management, Cultural Heritage,

The proposed Project has the potential to have a not significant indirect short term negative effect on six archaeology and cultural heritage constraints during the Construction Phase. These are:

- Six repositories of cultural heritage material (ACH204-208 and 212).

Section 25.3.6 of the EIAR provides an identification of potential effects associated with the development. Construction impacts comprise:

- Ground preparation for the construction of stations including vegetation removal and topsoil stripping;
- Demolition of existing structures;
- 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 alternatives routes;
- The diversion and realignment of sections of existing watercourses, railways and utilities;
- Reconfiguration of kerb lines and roads and provision of public lighting and traffic signaling;
- Construction of compounds;
- Construction of intervention shafts and portals;
- Construction of a Park and Ride Facility;
- Construction of compensatory football/ sports pitches;
- Installation of hoarding;
- Construction of above ground substations.

Further impacts may arise from the construction of stations and sub-surface structures, rail alignment and works at two viaducts located on the proposed route. Landscape and visual impacts are also assessed.

Archaeological mitigation measures are discussed in Section 25.6 of the EIAR. In accordance with the Code of Practice TII has appointed a Project Archaeologist to oversee and manage the archaeological

elements of the proposed Project. All archaeological consultants appointed to the proposed Project shall comply with the Code of Practice and shall liaise directly with the TII Project Archaeologist in relation to all archaeological requirements. Mitigation measures will seek to preserve in situ any archaeological or cultural heritage constraints, which may be impacted by the proposed Project. Where this is not possible a hierarchical range of mitigation measures will be implemented in advance of and during construction phase which will aim to ameliorate all impacts.

Mitigation measures which may be undertaken prior to and during the Construction Phase include:

- Full measured, written, drawn and photographic surveys;
- Detailed construction methodology (demolition, removal, storage, relocation/reinstatement, rebuilding, repair and rehabilitation of archaeological and cultural heritage monuments; appropriate screening; monitoring of vibration);
- Dive, underwater and wade surveys (including metal detecting);
- Geophysical surveys (including Ground Penetrating Radar (GPR));
- Archaeological test excavations;
- Archaeological monitoring; and
- Preservation by record (Archaeological excavation). Proposed mitigation provided for individual arch sites/monuments.

Of the six National Monuments located within the study area, one will be directly impacted by the proposed Project (ACH211 St Stephen's Green Park) and two will be subject to indirect impacts (ACH020 Lissenhall Bridge and ACH180 14 - 17 Moore Street and 8 - 9 Moore Lane). In accordance with Sections 5 and 14 of the National Monuments Act 1930 (as amended), Ministerial Consent is required for all works carried out within the zone of proximity of the relevant monuments. The requirement is defined by the Minister for Heritage Local Government and Heritage on a case-by-case basis.

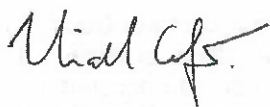
Recommendations

The Archaeology Section of Dublin City Council concurs with the findings of the archaeological assessment in the EIAR and supports the proposed mitigation measures proposed in it.

It further recommends that:

7. The implementation of the EIAR measures shall be overseen by a TII Project Archaeologist and undertaken in accordance with the TII/NMS Code of Practice for archaeology.
8. The TII Project Archaeologist shall ensure that Dublin City Council Archaeology Section receives a copy of all archaeological Method Statements when submitted to NMS.
9. The TII Project Archaeologist shall ensure that Dublin City Council Archaeology Section receives a copy of archaeological reports when submitted to NMS.
10. The TII Project Archaeologist shall ensure that Dublin City Council Archaeology Section receives bi-weekly updates on archaeological finds and mitigation progress throughout the delivery of the scheme through to completion.
11. The primary archaeological paper archive for all archaeological site investigations to be prepared and deposited with the Dublin City Archaeological Archive (DCAA) or with the National statutory repository within two years of the archaeological licence expiry.

Signed,



Dr Niall Colfer Assistant City Archaeologist



Ruth Johnson PhD FSA MIAI, City
Archaeologist

Conservation

Introduction

This assessment has been carried out by the Conservation Section in the context of the Dublin City Development Plan 2022-2028, other key policy documents and best conservation practice. It is submitted that the following policies and provisions in particular should be taken into account in the consideration of all proposed routes and their impacts on the architectural and built heritage of the city:

Dublin City Development Plan 2022-2028 (Volume 1)

Chapter 11 – Built Heritage and Culture, 11.1.1, *“The built heritage contributes significantly to the city’s identity, to the collective memory of its communities and to the richness and diversity of its urban fabric. It is key to the city’s character, identity and authenticity and is a vital social, cultural, and economic asset for the development of the city”.*

“The city’s historic buildings, streetscapes villages, Georgian terraces and squares, Victorian and Edwardian architecture, industrial heritage, institutional landmarks, modernist buildings of the 20th century, urban core and the Medieval City, together with its upstanding monuments and buried archaeology contribute to its local distinctiveness and help create a strong sense of place for citizens and visitors to the city and its neighbourhoods”.

It is the Policy of Dublin City Council:

BHA2 Development of Protected Structures *“That development will conserve and enhance protected structures and their curtilage and will (inter alia):*

- (a). Ensure that any development proposals to protected structures, their curtilage and setting shall have regard to the ‘Architectural Heritage Protection Guidelines for Planning Authorities’ 2011 published by the Department of Culture, Heritage and the Gaeltacht.*
- (b). Protect structures included on the RPS from any works that would negatively impact their special character and appearance...*
- (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...*
- (h). Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features...*
- (i). Ensure historic landscapes, gardens and trees (in good condition) associated with protected structures are protected from inappropriate development”.*

Section 11.5.1 states *“The curtilage of a Protected Structure is often an essential part of the structure’s special interest. In certain circumstances, the curtilage may comprise a clearly defined garden or grounds, which may have been laid out to complement the design or function”. the retention of landscaping and trees (in good condition) which contribute to the special interest of the structure shall also be required”.*

It is the Policy of Dublin City Council:

BHA5 Demolition of Regional Rated Building on NIAH *“That there is a presumption against the demolition or substantial loss of any building or other structure assigned a ‘Regional’ rating or higher by the National Inventory of Architectural Heritage (NIAH), unless it is clearly justified in a written conservation assessment that the building has no special interest and is not suitable for addition to the City Council’s Record of Protected Structures (RPS); having regard to the provisions of Section 51, Part IV of the Planning and Development Act, 2000 (as amended) and the Architectural Heritage Protection Guidelines for Planning Authorities (2011”), and*

BHA6 Buildings on Historic Maps *“That there will be a presumption against the demolition or substantial loss of any building or other structure which appears on historic maps up to and including the Ordnance Survey of Dublin City, 1847. A conservation report shall be submitted with the application and there will be a presumption against the demolition or substantial loss of the building or structure, unless demonstrated in the submitted conservation report this it has little or no special interest or merit having regard to the provisions of the Architectural Heritage Protection Guidelines for Planning Authorities (2011”).*

Section 11.5.2 addresses Architectural Conservation Areas (ACAs) and states: *"The Planning and Development Act, 2000 (as amended), provides the legislative basis for the protection of Architectural Conservation Areas (ACAs). Under the Act, an ACA is defined as a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, technical, social interest or value, or contributes to the appreciation of protected structures"*.

"Architectural Conservation Areas (ACAs) are designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city. This character is often derived from the cumulative impact of the area's buildings, their setting, landscape and other locally important features which developed gradually over time. An ACA may consist of groupings of buildings and streetscapes and associated open spaces".

It is the Policy of Dublin City Council:

BHA7 Architectural Conservation Areas (inter alia)

"(a). To protect the special interest and character of all areas which have been designated as an Architectural Conservation Area (ACA). Development within or affecting an ACA must contribute positively to its character and distinctiveness, and take opportunities to protect and enhance the character and appearance of the area and its setting wherever possible. Development shall not harm buildings, spaces, original street patterns, archaeological sites, historic boundaries or features, which contribute positively to the ACA. Please refer to Appendix 6 for a full list of ACAs in Dublin City.

(b). Ensure that all development proposals within an ACA contribute positively to the character and distinctiveness of the area and have full regard to the guidance set out in the Character Appraisals and Framework for each ACA.

(c). Ensure that any new development or alteration of a building within an ACA or immediately adjoining an ACA is complementary and/or sympathetic to their context, sensitively designed and appropriate in terms of scale, height, mass, density, building lines and materials and that it protects and enhances the ACA. Contemporary design which is in harmony with the area will be encouraged.

(d). Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture. All trees which contribute to the character and appearance of an Architectural Conservation Area, in the public realm, will be safeguarded, except where the tree is a threat to public safety, prevents universal access or requires removal to protect other specimens from disease.

It is the Policy of Dublin City Council:

BHA8 Demolition in an ACA

There is a presumption against the demolition or substantial loss of a structure that positively contributes to the character of the ACA except in exceptional circumstances where such loss would also contribute to a significant public benefit.

Section 11.5.3 addresses built heritage assets of the city, including Z8 and Z2 Zonings, along with re-hatched Conservation Areas, providing as follows: *"The Z8 Georgian Conservation Areas, Z2 Residential Conservation Areas and red-lined Conservation Areas are extensive throughout the city. Whilst these areas do not have a statutory basis in the same manner as protected structures or ACAs, they are recognised as areas that have conservation merit and importance and warrant protection through zoning and policy application"*.

"Designated Conservation Areas include extensive groupings of buildings, streetscapes and associated open spaces and include (parts of) the medieval/walled city, the Georgian Core, the 19th and 20th century city and the city quays, rivers and canals. The special interest/value of Conservation Areas lies in the historic and architectural interest and the design and scale of these areas. Therefore, all of these areas require special care in terms of development proposals. The City Council will encourage development which enhances the setting and character of Conservation Areas".

"As with Architectural Conservation Areas, there is a general presumption against development which would involve the loss of a building of conservation or historic merit within the Conservation Areas or that contributes to the overall setting, character and streetscape of the Conservation Area. Such proposals will require detailed justification from a viability, heritage and sustainability perspective".

It is the Policy of Dublin City Council:

BHA9 Conservation Areas “ *To protect the special interest and character of all Dublin’s Conservation Areas – identified under Z8 and Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps. Development within or affecting a Conservation Area must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and its setting, wherever possible”, and*

BHA10 Demolition in a Conservation Area “*There is a presumption against the demolition or substantial loss of a structure that positively contributes to the character of a Conservation Area, except in exceptional circumstances where such loss would also contribute to a significant public benefit”.*

The Dublin City Development Plan 2022-2028 acknowledges that “*It is increasingly recognised that there are exemplar buildings from the twentieth century that require recognition and protection. A number of these buildings have already been included on the City Council’s Record of Protected Structures”.*

It is the policy of Dublin City Council:

Policy BHA15 Twentieth Century Buildings and Structures

“(a). To encourage the appropriate development of exemplar twentieth century buildings and structures to ensure their character is not compromised”.

(b). To encourage the retention and reinstatement of internal and external features that contribute to the character of exemplar twentieth century buildings, such as roofscapes, boundary treatments, fenestration pattern, materials, and other features, fixtures and fittings (including furniture and art work) considered worthy of retention”.

Chapter 15 Development Standards, **sub-section 15.15.2.4** provides for the **Retention and Re-use of Older Buildings of Significance which are not Protected**, stating as follows: “*Our built heritage is rich and varied. Much of our built heritage is not protected nor located within an ACA. The re-use of buildings/structures of significance is a central element in the conservation of the built heritage of the city and important to the achievement of sustainability. In assessing applications to demolish buildings/structures of significance that are not protected, the planning authority will actively seek the retention and re-use of buildings and other structures of architectural, historical, archaeological, artistic, cultural, scientific, technical, social and/or local interest or those that make a positive contribution to the character and identity of streetscapes and the sustainable development of the city; also having regard to Policies BHA 05: Demolition of Regional Rated Buildings on NIAH and BHA 06: Buildings on Historic Maps. Where the planning authority accepts the principle of demolition, a detailed written and photographic inventory of the building may be required for record purposes”.*

Chapter 11, **Policy BHA18** provides the City Council’s policy in relation to the protection, conservation and retention in-situ of historic ground surfaces, street furniture and the public realm, contained in Appendix 6 while **Policy BHA19** provides for a schedule of features in the public realm identified for protection also included in Appendix 6 of the Development Plan.

Volume 2, Appendix 6, Historic Street Surfaces (1) - Stone Setts and Associated Features to be Retained, Restored or Reintroduced

The proposed works should take into account any areas that contain historic stone setts noted in Volume 2, Appendix 6 of the Development Plan, and take all practicable measures to avoid loss of or damage to historic materials and features. The Applicant should comply with the requirements of the *Architectural Heritage Protection Guidelines for Planning Authorities* 2011 – 14.4.1 and the Department of Arts, Heritage and the Gaeltacht (now the Department of Housing, Local Government and Heritage) Advice Series *Paving – The conservation of historic ground surfaces* and best conservation practice.

Volume 2, Appendix 6, Historic Street Surfaces (2) – Historic Granite Kerbing, Granite Pavers/Flags and Associated Features to be Protected, Conserved and Reintroduced

The proposed works should take into account any areas that contain historic paving/kerbing and associated features noted in Volume 2, Appendix 6, Part 2.0 of the Development Plan, and take all practicable measures to avoid loss of or damage to historic materials and features. The Applicant should comply with the requirements of the *Architectural Heritage Protection Guidelines for Planning Authorities* 2011 – 14.4.1 and the Department of Arts, Heritage and the Gaeltacht (now the Department

of Housing, Local Government and Heritage) Advice Series *Paving – The conservation of historic ground surfaces* and best conservation practice.

Dublin City Tree Strategy 2021

The Conservation Section would like to highlight that trees contribute significantly to the streetscape and character of the historic areas of the city, including the character and setting of Protected Structures, Architectural Conservation Areas and 'red-hatched' Conservation Areas, as provided in the Dublin City Development Plan 2022-2028.

The Conservation Section recommends that all mature and historic trees across the Metrolink proposal and particular in close proximity to Protected Structures and within ACAs, Conservation Areas and areas zoned Z2 and Z8 in the Dublin City Council Development Plan 2022-2028 are retained and protected as far as practically possible. Where there is an unavoidable loss of historic trees, the NTA shall ensure that these are replaced with new semi mature trees to the satisfaction of DCC.

Architectural Heritage Protection Guidelines for Planning Authorities (2011)

Consideration of proposals affecting boundary features:

13.4.3 *"Proposals to remove or alter boundary features could adversely affect the character of the Protected Structure and the designed landscape around it.... such alterations can have a detrimental effect on the character of a Protected Structure and on the character of an ACA".*

13.4.4 *"....the cumulative effect on the character of the street or area of a series of incremental changes may not be acceptable".*

p.197 *"...Gardens are generally a combination of built features and planting. Regardless of its size, a garden can make an important contribution to the character and setting of a Protected Structure....".*

14.4.1 Street Furniture and Paving

"An item of street furniture may be protected by being included in the RPS in its own right where it is special or rare; as part of the curtilage of a Protected Structure; or as part of an ACA. Such items could include lamp standards, seats and benches, bollards, railings, street signs, iron signposts, free standing or wall mounted post boxes, telephone kiosks, horse troughs, water pumps, drinking fountains, jostle stones, milestones, paving, kerbstones, cobbles and setts, pavement lights, coal hole covers, weighbridges, statues and other monuments."

Department of Culture, Heritage and the Gaeltacht – Technical Advice Series

The Technical Advice Documents on *Paving – the conservation of historic ground surfaces* and *Iron – the repair of wrought and cast ironwork* should be used to guide any interventions to historic boundary railings and paving arising from the proposed works.

Assessment

This report refers to proposed works within the Dublin City Council (DCC) area only. Dublin City Council Conservation Officers (COs) Niamh Kiernan and Mary McDonald attended consultations with TII during the preparation of the scheme design documentation and EIAR. I note that the COs had requested sight of the EIAR during the consultation period as it was understood that this would inform the preferred design approach. The EIAR was completed and provided as part of the Railway Order Documentation submitted to An Bord Pleanála.

The COs acknowledge the benefits of the Metrolink which will augment the provision of public transport within the city, but note particular concerns below in relation to the impacts arising on the architectural heritage of the city.

The potential impact of the proposed development on the architectural heritage of the Metrolink route has been assessed in areas of the city where architectural heritage is most prominent.

General Response

The comprehensive assessment on architectural heritage, streetscape and the urban environment submitted as part of the EIAR across the scheme is acknowledged. Further details will be required of proposed mitigation measures, particularly in relation to landscaping where existing mature trees are to be removed.

Information Received

The CO has referred to the following Railway Order Documentation in particular:

- A25.1 TII Cultural Heritage Strategy
- A27.3 Arboriculture Impact Assessment
- Chapter 25 Archaeology and Cultural Heritage
- Chapter 26 Architectural Heritage
- Chapter 27 The Landscape
- Planning Report

- A26.1 Photographs
- A27.1 Photomontages
- Alignment Details Book 2 of 2
- Fig. 25.1 Archaeology & Cultural Heritage
- Fig. 25.2 Archaeology & Cultural Heritage
- Fig 26.1 Architectural Heritage Sites
- Fig. 27.1 Viewpoints of Montages
- Fig 27.2 Local Landscape Character Areas
- Structures Details Book 2 of 3

The CO notes that the drawings submitted provide sufficient information to facilitate an overall, but not a detailed understanding of the proposed works and particularly the interfaces with extant historic structures and fabric e.g. the bridges at the Glasnevin Station. Further more detailed drawings will be required to fully describe the junctions/interfaces with all existing fabric and structures to be retained in the vicinity of the new stations, and mitigation measures to address impacts arising.

Key Impacts

Having regard to the information submitted, the impacts on the following are considered by the Conservation Section for the proposed route between Collins Avenue Station and Charlemont Station in relation to architectural heritage:

- Protected Structures and Proposed Protected Structures and their settings
- Boundaries
- Proposed Tree Removal and Provision of New Trees
- Landscaping works
- Public Realm Works
- Buildings and other non-protected structures that contribute positively to the architectural heritage and character of streetscapes and historic landscapes
- Structures recorded on the Dublin City Industrial Heritage Record Survey (DCIHR)
- Architectural Conservation Areas (ACAs) and Conservation Areas (CAs)
- Lands zoned Z2 in the Dublin City Council Development Plan 2022-2028, the objective of which is *“protect and / or improve the amenities of residential conservation areas.”*
- Lands zoned Z8 in the Dublin City Development Plan 2022-2028, the objective of which is to *“protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective.”*
- Potential impacts on historic paving (cobble, setts, slabs) and kerbing, historic street furniture and lamp standards and other features.
- Tunnelling impacts.

The following concerns were also noted by the COs in the pre-planning consultations/presentations.

Collins' Avenue Station (26.4.4.2)

Whilst Our Lady of Victories Church, Ballymun Road (Constraint No. BH-18) is not a Protected Structure, it is included in the National Inventory of Architectural Heritage (NIAH) Reg. No. 50130121, and has been afforded a Regional Rating and Architectural, Artistic, Social and Technical Categories of Special Interest and is an interesting example of 20th century architectural heritage.

The proposed works will give rise to the loss of 36 of the existing 112 trees in the vicinity of the proposed works which is most regrettable and should be mitigated by re-planting/landscaping, and the introduction of the new structures including the Metro Entrance Canopy, ventilation shafts, Fireman's

Lift and other features will interfere with the present harmonious symmetrical setting of the principal elevation of the Church (Refer to Photomontage VVM 15.2, 15.2).

The CO notes that the location of the various structures associated with the Station Box is driven by standard and not bespoke relationships between the different elements. The magnitude of the impact will be high and the potential effect will be significant (Table 26.41, 26.42, 26.43). I recommend that this impact is reduced if possible.

Albert College Intervention Shaft (26.13)

A number of buildings (Constraint No. BH-19) on this site are included in the RPS (Ref. No. 3508, NIAH 50130124). It is proposed to remove part of the existing boundary arrangement to install the vent, which will not have any impact on the Protected Structures on the site. The boundary arrangement will be reinstated upon completion. The impact on architectural heritage will be negligible. However, I note the proposed works will necessitate the removal of 69 out of 155 trees, which is most regrettable and should be mitigated by re-planting/landscaping.

Griffith Park Station, Mobhi Road (26.14)

Whitehall College (Colaiste Caomhain: 19th century college buildings) is included in the RPS (Ref. No. 7746 and NIAH Reg. No. 50130149). The River Tolka is located within a Red Hatch Conservation area and the concrete Dean Swift Bridge with its cast iron railings is included in the NIAH (Reg. No. 50130053). It is proposed to remove part of the historic railings and entrance piers along St. Mobhi Road and realign them moving the gates back into the site to facilitate the construction of the new station in the southwest corner of the site.

The proposed interventions at Whitehall College include the removal of 31 of 145 trees, which is most regrettable and should be mitigated by re-planting/landscaping.

With the placement of various vents and shafts associated with the new station along the western boundary, it may be difficult to reinstate the same level of screening with trees/planting as exists at present to reduce the visual impact of the new structures. This requires careful consideration.

The magnitude of the impact will be medium and the effect will be very significant. The visual impacts should be reduced if possible.

The visual impact of HVM bollards on the presentation of the new station is dominant - an alternative approach is recommended such as the incorporation of landscaping/raised planters to improve the overall presentation.

Glasnevin Station (26.16)

The subject site is located within a Red Hatch Conservation Area. The construction of the Glasnevin Metro Station will require a very significant direct intervention with existing historic fabric, which will straddle and incorporate 3 no. existing bridges (Cross guns Bridge - formerly Westmoreland Bridge NIAH Reg. No. 50060185, Proposed Protected Structure RPS 8807 and adjacent railway tunnel NIAH Reg. No. 50060112 and bridge) and will be constructed in very close proximity to the 18th century Royal Canal (included in the DCIHR) and the 5th and 6th locks (included in the DCIHR and NIAH Reg. Nos. 50060184 and 50060182).

The proposed construction of the new station will necessitate the demolition of the Brian Boru Public House (BH-31, NIAH 50130022), a long-established landmark building in this area and 3 no. two-storey brick houses at 1 - 3 Prospect Road.

Decorative wrought and cast iron railings and piers at Dalcassian Downs (BH-29, RPS 8698, NIAH 50130021) will be carefully taken down, stored for the duration of the works and reinstated when the construction of the new station is complete, all in accordance with best conservation practice.

The particular industrial and architectural heritage importance of the 18th century Royal Canal and its locks requires careful consideration to ensure the protection, retention and presentation of its historic fabric during and after completion of the works.

The architectural materiality and language of the proposed new station will contrast with the architecture of the receiving environment and adjacent Protected Structures.

An Iarnród Éireann railway station will also be constructed in this location on the existing railway line to provide for interchange between the mainline and commuter services on the Midland Great Western Railway (Maynooth Line) and the Great Southern and Western Railway (Kildare Line).

Further detail drawings are required of the proposed Irish Rail Platform Stairs to demonstrate that key details will be coordinated between Metrolink and Iarnród Éireann to ensure compatibility and consistency and high standard of detailing, materiality, quality of the design of features such as stair and lift enclosures and surrounding finishes, to minimise any adverse visual impact on the receiving environment. In addition, detailed drawings are requested for the proposed retaining wall along the railway track and methodology for protection of boundary wall to Glasnevin Cemetery and all other historic and protected fabric to be retained.

The proposed interventions at Glasnevin Station include the removal of 19 of 44 trees, which is most regrettable and should be mitigated by re-planting/landscaping.

The CO has particular concerns about the physical impacts of the proposed works on the historic bridges and Royal Canal, as it is not possible to assess the interconnections between proposed and existing fabric to be retained based on the information submitted. Detailed sections to illustrate these impacts are requested to facilitate the full assessment of the proposed works and to demonstrate how impacts can be minimised where possible.

Detailed drawings are requested for the temporary bridge that will facilitate access for the occupants of Coke Oven Cottages during construction of the works.

As noted in 26.49, the magnitude of the potential direct impacts during construction at Glasnevin Station is predominantly high and the significance of effect are profound, very significant and significant.

The visual impact of HVM bollards encircling the public realm is overly dominant and unattractive - an alternative approach is recommended such as the incorporation of landscaping/raised planters to improve the overall presentation.

Mater Station (26.18)

The baseline sensitivity of the Mater Hospital, St. Joseph's Church and the Four Masters Park and surrounding Eccles Street, Berkeley Road, O'Connell Avenue is high and the magnitude of the potential direct impacts during construction is predominantly high and the significance of effect are profound, very significant and significant. The principal and surrounding buildings and Four Masters Park are included in the RPS and NIAH and are located within a Red Hatch Conservation Area. The residential terraces on the western side of Berkeley Road (to the west of the Four Masters Park) are located within Z2 Planning Zone, the objective of which is *"to protect and/or improve the amenities of residential conservation areas"*. The Mater Hospital is located within Z15, the objective of which is *"To protect and provide for institutional use"*. The Four Masters Park is located within Planning Zone Z9, the objective of which is *"to preserve, provide and improve recreational amenity and open space and green networks"* and St. Joseph's Church and the terraced brick houses to the east of the park are located within Z8, the objective of which is *"to protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective"*.

The visual impact of the new Metro Station and associated dark brick upstands/vents, lifts and other features on the Mater Hospital, St. Joseph's Church and Four Masters Park is dominant and adverse as is illustrated on Images LCCA 19 Proposed VVM 19.3, 19.4 and 19.5 and Drawing (elevation) ML-ST-305 B-C2. It is not clear how this impact could be improved without a radical relocation or screening of key items. The significant alterations required to accommodate the station within the Four Master's Park including removal of the historic railings, grotto and relocation of sculptures and general shape of the park will be irreversible.

Further careful consideration and a conservation method statement is required of the proposed reinstatement of the historic railings, relocation of The Healing Hands, Four Masters Cross and Grotto and the overall realigned park layout.

The visual impact of HVM bollards encircling the public realm is overly dominant and unattractive - an alternative approach is recommended such as landscaping/raised planters to improve the overall presentation.

The proposed interventions at the Mater Station include the removal of 31 of 50 trees, which is most regrettable and should be mitigated by re-planting/landscaping, particularly to screen the vents and lifts which dominate the setting of the park, which will be reduced in size as a result of the works.

The CO has significant concerns regarding the vulnerability of the historic fabric of the Mater Hospital and boundary balustrade to damage during the enabling and construction works because of the close proximity of the site. A detailed method statement will be required to demonstrate how the historic fabric will be protected to prevent damage. Similarly, the proximity of the proposed construction to St. Joseph's Church gives rise to concerns regarding the vulnerability of the historic fabric during the enabling and construction works - a detailed method statement will be required to demonstrate how the historic fabric will be protected to prevent damage.

O'Connell Street Station (26.20)

O'Connell Street is considered to be the principal and focal thoroughfare within the historic city core. Laid out in the 18th century by the Earls of Drogheda, the street was acquired, widened and renamed Gardiner's Mall in 1748 by developer Luke Gardiner.

At the end of the 18th century the street was further modified and extended to the River Liffey by the Wide Street Commissioners and renamed Sackville Street, and subsequently renamed in 1885 in honour of patriot Daniel O'Connell. Much of the built fabric was destroyed and reconstructed following the 1916 Rising and the Civil War of 1922.

The Metrolink site is located beneath part of the Dublin Central Development Site which includes Nos. 43 - 58 O'Connell Street (26.4.4.10.1 ...*"while taking in other adjacent land."*), and is within the O'Connell Street Architectural Conservation Area and Area of Special Planning Control, a Red Hatch Conservation Area and Zone Z5, the objective of which is *"to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity."*

The site for the proposed station includes No. 43 (RPS Ref. No. 6023 *Commercial premises: front façade*; NIAH 50010553), No. 44 (RPS Ref. No. 6024 *Commercial premises: front façade*; NIAH 50010552), Nos. 45 (NIAH 50010551) – 49, Nos. 50 – 51 O'Connell Street Upper (a vacant site), Nos. 52 – 54 (RPS Ref. No. 6025 *Former Carlton Cinema: upper floor façade*; NIAH 50020543), Nos. 55 – 56 (NIAH 50010542), No. 57 (RPS Ref. No. 6026 *Commercial premises: front façade*; NIAH 50010541), No. 58 (RPS Ref. No. 6027 *Commercial premises: front façade*; NIAH 50010540) and No. 60A O'Connell Street Upper and the rear of Nos. 59 (NIAH 50060601) – 60 (RPS Ref. No. 6028 *Commercial Premises*; [the entirety of the building will be protected under the new 2022 – 2028 Development Plan] NIAH 50010535) O'Connell Street Upper, Dublin 1.

The CO notes the following recent additions to the Record of Protected Structures, which are in the vicinity of the subject site:

- 10 Moore Street RPS Ref. No. 8908 *Commercial Premises*
- 12 Moore Street RPS Ref. No. 8909 *Two-storey, historic brick party wall (only) between 12 and 13 Moore Street with evidence of 'creep holes' from 1916*
- 13 Moore Street RPS Ref. No. 8910 *Two-storey, historic brick party wall (only) between 13 and 12 and Nos. 13 and 14 Moore Street (RPS No. 5282) with evidence of infilled creep holes dating from 1916*
- 20-21 Moore Street RPS Ref. No. 8911 *Commercial Premises*
- 4-8 Henry Place RPS Ref. No. 8906 *Commercial Premises (former O'Brien's Mineral Water Factory): 19th century ground floor facades to Henry Place*
- 17-18 Henry Place RPS Ref. No. 8907 *Commercial Premises (former Bottling Stores) ground floor facades to Henry Place and Moore Lane*

The National Monument DU018-390 located at the adjacent terraced buildings at Nos. 14, 15, 16 and 17 Moore Street are also included in the Record of Protected Structures RPS Ref. Nos. 5282, 5283, 5284, 5285 and NIAH Reg. Nos. 50010489, 50010490, 50010491, 50010492.

The subject site also adjoins No. 42 O'Connell Street (RPS Ref. No. 6022 *Commercial Premises*; NIAH 50010554) at the northern boundary of the Metrolink Station structure.

As noted in 26.4.4.10, *"it is intended that the station be constructed in conjunction with the development of Site 2 of the Dublin Central proposal for a large site known as Dublin Central Masterplan.....Should the Dublin Central project not proceed, the significant works will still need to be carried out as part of the proposed Project, including demolitions, construction of the station inclusive of above ground infrastructure and for the retention of facades on O'Connell Street Upper"*.

Planning Application No. 5126/22 for proposed works to "Site 2 - No. 43 (a Protected Structure), No. 44 (a Protected Structure), Nos. 45 – 49, Nos. 50 – 51 O'Connell Street Upper (a vacant site), Nos. 52 – 54 (a Protected Structure), Nos. 55 – 56, No. 57 (a Protected Structure), No. 58 (a Protected Structure) and No. 60A O'Connell Street Upper and the rear of Nos. 59 – 60 O'Connell Street Upper, Dublin 1. Also, the site includes No. 13 Moore Lane, No. 14 Moore Lane (otherwise known as Nos. 1 – 3 O'Rahilly Parade and Nos. 14 – 15 Moore Lane or Nos. 1 – 8 O'Rahilly Parade and Nos. 14 – 15 Moore Lane) and the public realm associated with O'Rahilly Parade, Moore Lane, Henry Place and a portion of O'Connell Street Upper, Dublin 1 etc...." and Planning Application No. 5127/22 for proposed works "at No. 61 O'Connell Street Upper (a Protected Structure), including rear onto Henry Place, Dublin 1". Both Planning Applications were submitted on the 26th October 2022.

The CO notes that planning permission was granted for the demolition of all extant buildings within the subject site with the exception of protected facades under File Reference No. 2479/08 - this planning permission has now expired. The proposed extent of demolition is very significant in terms of the irreversible loss of extant historical architectural built heritage of O'Connell Street and its environs and is of great concern in terms of architectural conservation.

The proposed station building, vents, escape staircases and Firemen's' lifts will be incorporated within the proposed Dublin Central Development.

The proposed interventions at the O'Connell Street Station to facilitate the propping of facades of Protected Structures to be retained includes the removal of c.13 no. trees, which is most regrettable and should be mitigated by re-planting/landscaping,

Tara Street Station (26.22)

The key concerns of the CO relate to the significant departure from the historic urban plots and grain in the formation of the large new public plaza, and the somewhat disjointed quality of the urban volume that is largely determined by the location and alignment of the above-ground Metrolink structures. The CO recommends that in the consideration of the best urban realm strategy for this site, that reference is made to the historic grain to inform the pattern of suitable future development and to achieve a refinement of the spatial coherence of the new urban space.

The proposed location of HVM bollards compromises the quality of the urban realm and requires greater consideration - an alternative approach is recommended such as the incorporation of landscaping/raised planters to improve the overall presentation.

The CO requests that detailed drawings are provided to demonstrate all works adjacent to the foundations of the historic railway arches and demonstrate that the stability, integrity and condition of the historic arches will not be adversely impacted by the proposed works. Careful liaison will be required between TII and Iarnród Éireann regarding the lighting of and interventions/potential future use in the historic arches/undercrofts to maximise the contribution the arches can make to the character of the new urban space. Vibration monitoring shall be required to ensure the impacts of construction and operation of the metro on the historic arches.

Clarification is required on the interface between the Metrolink and Rail connections, and a universal high-quality architectural detailing and materiality is required to ensure a harmonious outcome in the new intervention.

St. Stephen's Green Station (26.24)

St. Stephen's Green is Dublin's central city park, dating from 1664 and is included in the NIAH (Reg. No. 50100259 and is of National Importance, with Architectural, Artistic, Historical and Social Categories of Special Interest. The Park is a National Monument DU018-020334 and a Protected Structure, surrounded by c.65no. Protected Structures around its perimeter, many of which are also considered to be of National Importance.

These include 37 no. houses, shops commercial premises, offices, the Shelbourne Hotel, Banks, OPW Head Office, Schools, Department of Foreign Affairs, Newman House Museum of Literature Ireland (MOLI), University Church the Royal College of Surgeons of Ireland (RCSI) etc. A number of Protected Structures are located within St. Stephen's Green, and several of the buildings and structures within and outside the park are included in the NIAH.

The key interventions comprise the relocation of the curved arrangement of large stones wall that forms the backdrop to the Wolfe Tone Statue further back into the park to facilitate the construction of the Metrolink entrance within the new entrance area in the northeast corner of the park, and the placement of brick structures to house vents and escape lifts within the public realm and not within the park, in accordance with the feedback received from the OPW.

From the outset, the COs expressed concern regarding the placement of the new Metrolink station within the curtilage of this historic park and National Monument because of its significance and sensitivity, and the impacts arising from the proposed development particularly the loss of significant mature trees and the placement of associated structures within the historic streetscape. The OPW preference is that a number of vents and Firemen's' lifts should be placed outside rather than inside the park, so that 24/7 emergency access is provided at all times independently of the park opening times, as the park will be locked at night time. It is proposed that these secondary but essential structures will be located within the public pavement zone parallel with the eastern boundary of the park, flanked by a somewhat ad hoc arrangement of bicycle stands. The CO has raised concerns regarding the visual and physical impact of these structures on the character of the historic streetscape, creating visual clutter and obstructions within the public pavement. Whilst the proposed use of brick for these structures is acceptable in principle, the CO has significant concerns regarding the location of these structures and the adverse impacts arising on the historic streetscape. It will be possible to screen other vents within the park enclosure with planting, reducing their visual impact.

The location of HVM bollards compromises the quality of the urban realm and requires greater consideration - an alternative approach is recommended such as the incorporation of landscaping/raised planters to improve the overall presentation.

The proposed interventions at St. Stephen's Green Station include the removal of 64 of 225 significant mature trees and will give rise to the denuding of the park for a long period where trees are removed until the new planting is established - this most regrettable. There are several potential locations where new development is proposed that would be preferable to the level of intervention that is being proposed at St. Stephen's Green.

Charlemont Station 26.26

A number of Protected Structures are located within the immediate vicinity of the proposed works including the Carroll's Building on Grand Parade (RPS Ref. No. 3280), 19 - 25 Dartmouth Road South and 1 - 17 Dartmouth Square West. Appropriate mitigation measures and vibration monitoring shall be in place for the duration of the excavation, construction and operation phases to ensure that damage to the Protected Structures and their curtilages and rear laneway is avoided.

Further careful consideration is required of the proposed detailing of the public realm in front of the principal elevation of the Carroll's Building (BH-579), including the proposed new stairs and lift enclosure which will have a significant impact on the architectural character and setting of the Protected Structure. The present arrangement does not adequately demonstrate the high quality of design, detailing and materiality required for this setting. The proposed arrangement of HVM bollards around the perimeter of the subject site is overly dominant - an alternative arrangement is requested that would be more sensitive to the architectural character and setting of the Protected Structure.

Impacts of tunnel construction between stations

Chapter 26 Architectural Heritage also sets out the architectural heritage located within the vicinity of the proposed new underground tunnel connection between the new stations. It is understood that all buildings and structures along the proposed route will be surveyed in advance of any works and monitored throughout the works.

Key Recommendations:

- To safeguard the special architectural interest of affected Architectural Heritage across the Metrolink Route - including Protected Structures and Conservation Areas, landscaping, historic paving, setts, kerbing and associated features, boundary treatments, historic street furniture, gardens and trees and historic public realm etc. - and to ensure that the proposed repair works will be carried out in accordance with best conservation practice with no unauthorised or unnecessary damage or loss of historic fabric, the Conservation Section recommend that all works shall be designed and supervised by an expert in architectural conservation in accordance with the provisions (outlined above) of the Dublin City Development Plan 2022-2028, the *Architectural Heritage Protection Guidelines for Planning Authorities (2011)* and relevant documents of the DHLGH Advice Series.
- Input of Grade 1 Conservation Architect Chapter 25.1 TII Cultural Strategy September 2022 Item 3.2 Metrolink Project Conservation Architect states that the PCA contract was awarded in Q4 2021 to act on behalf of TII with reference to built heritage constraints. The contract is for a duration of 12.5 years. The Lead PCA will be a Conservation Architect with a minimum of 10 years experience at Grade 1 and a Lead PCA who will be a Conservation Architect with a minimum of 7 years experience at Grade
- The conservation professional shall ensure adequate protection of the retained and historic fabric during the proposed works and across all preparatory and construction phases. In this regard, all works shall be designed to cause minimum interference to historic fabric.
- In accordance with best conservation practice, specifications and method statements for the careful and sensitive relocation and reinstatement of historic fabric identified in the report above, and in particular to Protected Structures, sites/structures on the NIAH and DCIHR, and structures and features in Architectural Conservation Areas (ACAs) across the Metrolink Route shall be submitted by the conservation professional for the written approval of the Planning Authority.
- The conservation professional shall advise the Conservation Section on architectural heritage and conservation matters that may have further impacts on the project throughout the construction phases as these arise.
- If, through the course of construction work across the Metrolink Route, hitherto unknown and concealed architectural heritage fabric is found, the conservation professional shall contact the Conservation Section to advise them of the discovery as the presence of historic fabric may inform an alternative strategy for a design proposal that would enhance the setting of a Protected Structure, other historic buildings and features, an Architectural Conservation Area or Conservation Area.
- All works shall be carried out in accordance with best conservation practice, the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and the Advice Series issued by the Department of the Housing, Local Government and Heritage. All repair works shall retain the maximum amount of surviving historic fabric in situ. Items to be removed for repair off-site shall be recorded prior to removal, catalogued and numbered to allow for authentic re-instatement.
- All existing original architectural heritage features, in the vicinity of the works shall be protected during the course of all phases of construction works.
- All repair of historic fabric shall be scheduled and carried out by appropriately experienced specialist contractors and conservators of historic fabric.
- Impacts on Trees

A27.3 Arboricultural Impact Assessment notes that St. Stephen's Green represents the most important assemblage of trees in terms of age, diversity and landscape value within the Metrolink Site. Other parks within the assessment boundary within the Dublin City Council jurisdiction are Four Masters Park, Albert College Park, and Griffith Park. Trees and landscaping within parks, streetscapes and private gardens play an important role in the character and setting of Protected Structures and other historic and non-historic buildings and streetscapes within the city. The careful reinstatement of trees and planting is an essential part of the mitigation works required for the proposed works.

- Design of the Stations and all associated structures

The input of a specialist architect for the design of the station buildings is noted. However, it is important that whilst the final design will be expressed as a high quality contemporary intervention, the new structures must incorporate the potential to incorporate particular features that reflect the respective locations of the stations, either through artworks, decorative wall and/or ceiling/floor surfaces, lighting and interpretive material, so that each station has its own identity within common design parameters, with iconic signage that is respectful of each particular location. Careful consideration should be given to ensure an appropriate high quality design response for the design/branding of the new stations, canopies, signage, metro stop sign, furniture, lighting, colour schemes must reflect the same standards as the high quality iconography, detailing and signage of the London Underground, the New York Subway and Paris Metro and shall be coordinated with Iarnród Éireann Stations in locations where interchanges are proposed between the Metrolink and Railway.

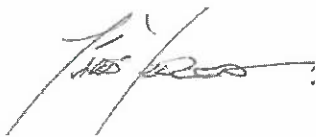
- Greater detail is required on drawings to demonstrate the quality of design, materiality, detailing and landscaping required for the sensitive locations where new Metrolink stations will be located to facilitate the proper assessment of the proposed works and achieve an acceptable outcome and resolution of all interfaces with existing historic fabric and architectural heritage.

Signed



Mary McDonald
Executive Architectural Conservation Officer
Archaeology, Conservation & Heritage
Grade 1 Conservation Architect
BArch FRIAI MUBC

Signed



Paraic Fallon
Senior Planner
Conservation Section
Planning and Property Development

Environment & Transportation Department

Comments on

Metrolink Railway order

December 2022

Contents	
<u>Submission on Metrolink Railway order</u>	77
<u>Traffic Divisions comments on the MetroLink Railway Order</u>	77
<u>Active Travel Programme Office</u>	31
<u>Roads Divisions' Comments on Metrolink Railway Order</u>	86
<u>DCC Environmental Protection Division comments</u>	89
<u>Air Quality Monitoring and Noise Control Unit</u>	92
<u>Public Lighting Division</u>	92

Submission on Metrolink Railway order

The E&T department of Dublin City Council is very supportive of the Metrolink proposal and welcomes the step change in public transport provision that this project will bring. The links to the heavy rail network and integration with the LUAS LRT system are all welcomed and the E&T department hopes that this is the first Metro line delivered of what will be a Metro network for Dublin. While the construction phase of this project will bring considerable challenges for the city we believe that it can be managed and that the project is in the interests of the entire city. Various different divisions within the Environment and Transportation Department have submitted comments regarding this railway order and these are listed below.

Traffic Divisions comments on the MetroLink Railway Order.

The Traffic department has been engaging with the Metrolink team throughout the design process and in general there are no major issues of concern which are still outstanding. The use of the Eastern regional Model and the modelling methodology used gives a robust basis for the project and it's expected outcomes and may actually be on the conservative side with regard to users.

There are a number of items which we would wish to highlight though and these are set out below.

Design/Construction phase.

It is acknowledged that during the construction of this Metro, there will be impacts on traffic at the various locations and DCC will work with TII to minimise the impact on public transport, walking and cycling and to mitigate the impacts for general traffic.

All changes to or new junction and crossings designs are to be agreed with DCC prior to implementation and only the DCC traffic signal maintenance contractor is allowed to carry out any work on DCC traffic infrastructure for either temporary or permanent changes.

Before the construction phase starts additional CCTV locations are required by DCC to manage traffic through the road changes and linked to the DCC communications network. These locations include as a minimum, Collins Avenue, Mobhi Road, Glasnevin Station, Berkeley Road, Tara/Townsend junction, Tara Poolbeg junction and Charlemont Stop location. The exact numbers and locations of the CCTV to be agreed on a site by site basis with DCC with all costs to be paid by TII.

DCC notes the development of a scheme traffic management plan which assesses the impact of each phase of construction on the different road users, especially vulnerable road users and the disability community. The scheme traffic management plan does set out the cumulative impact of the works at each station location and the impact of the various haul and delivery routes to and from the stations. The scheme traffic management plan should be a dynamic document with constant revision as in particular the Bus Connects corridors will have an impact on existing travel patterns and these will need to be monitored and the plan updated as required.

DCC would set out that it be a condition that a coordination group be established with representatives of the NTA, TII, DCC and the public transport operators who would assess the various different plans

and ensure coordination across the various other schemes in order to mitigate where possible the cumulative impact of different projects.

As the construction phase of each station is several years (Ballymun is eight years) all traffic management works and changes necessary for the works should be, as much as is possible, undertaken using permanent materials and layouts, except where there are short duration activities i.e. advanced enabling works. This will help to reduce the impact of the works and ensure safety for all road users.

For all construction vehicles and all sites there must be a prohibition of using any vehicles which have a "blind spot " for cyclists while making turns. It should be mandated in the construction contract that all vehicles entering and exiting any Metro Link construction sites must be equipped with the necessary mirrors / detection equipment to be able to have full 100% visual coverage of either side of the vehicle while making turns. All works must be in line with the Control of Roadwork Directive and in line with the DCC HGV management strategy.

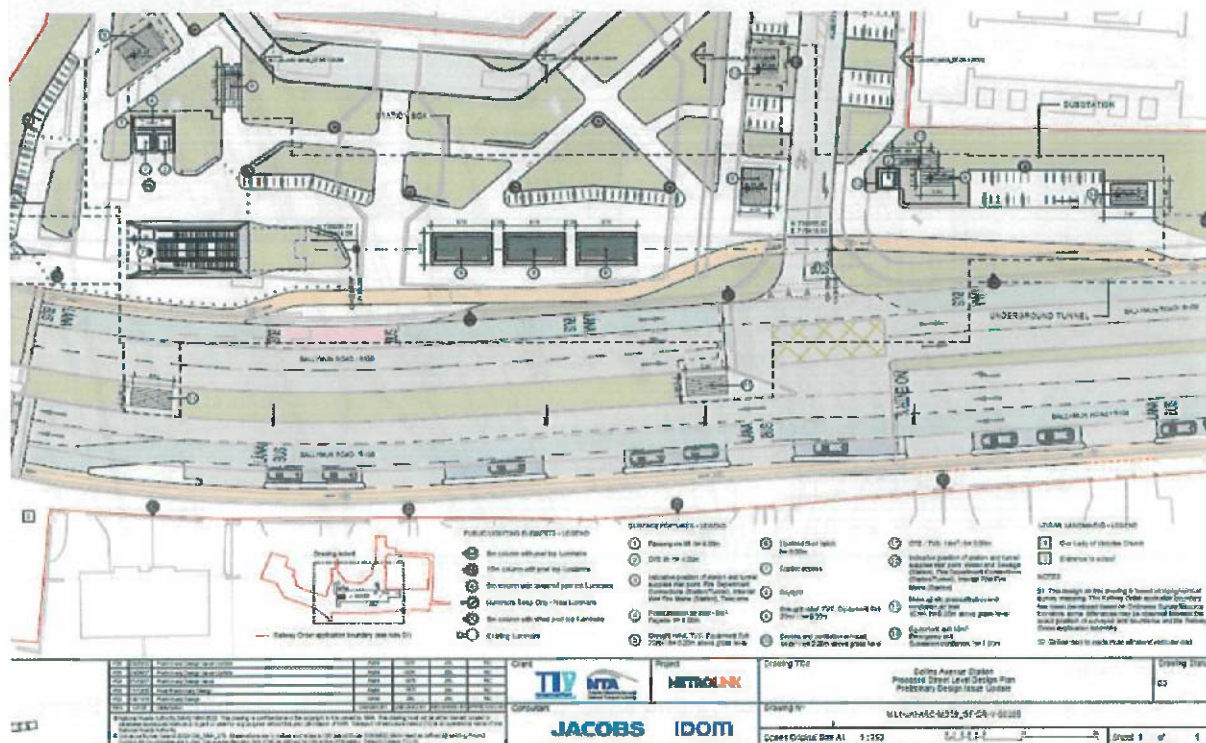
Where it becomes necessary to implement traffic management changes outside the red line in order to mitigate the impact of the works or the permanent stations, then any such necessary agreed changes should be fully funded by TII/NTA.

It should be noted that in multiple locations there are road layouts and lane allocations shown outside the red line and in many cases other projects, such as walking and cycling projects or road space reallocation projects, may reallocate this road space for different uses etc. so the layouts for the opening date of the Metro may be substantially different than that shown. However in all cases any proposed changes to these locations outside the red line will be made in full cognizance of the Metro proposal and will ensure that it will not impact on the project being built or operated.

Specific comments on Station design

Collins Avenue Station.

The rationale for providing new parking spaces on the existing carriageway opposite the MetroLink station on the Ballymun road is not clear to DCC and it is our view that these spaces should be removed or their rationale clearly explained.

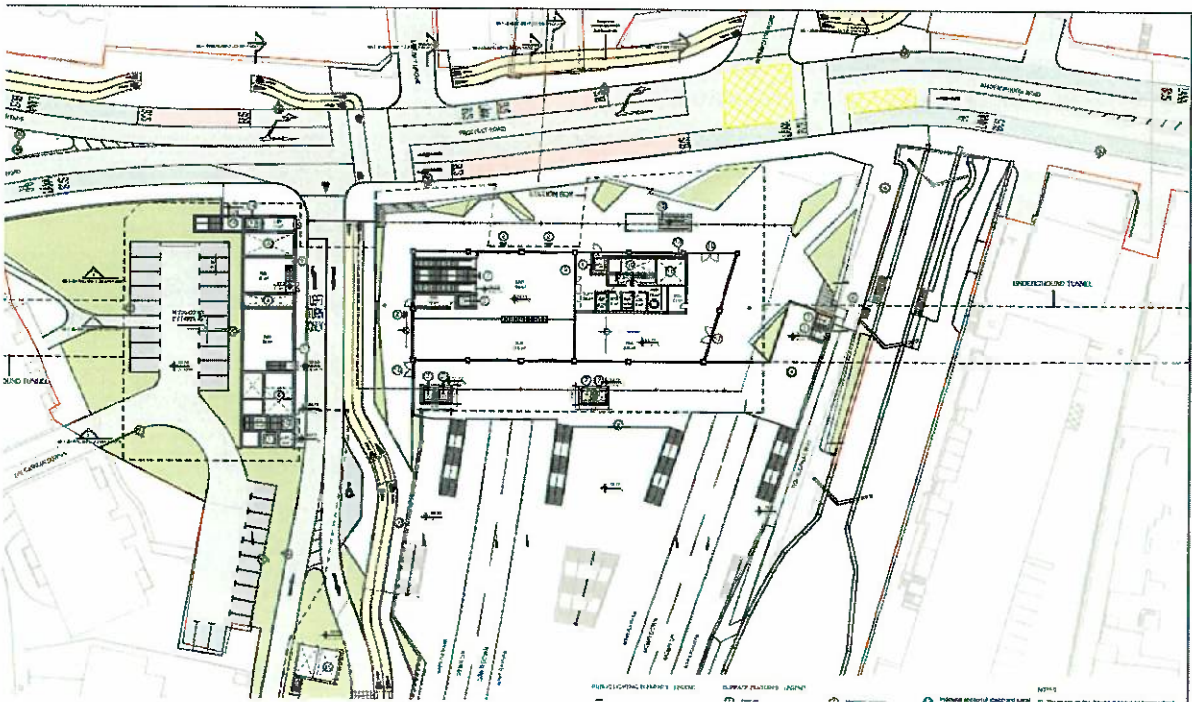


Glasnevin Station

This stop will become one of the key interchanges in the city with the connection to heavy rail, the Bus Connects corridors and the Green line Luas all contributing to the attractiveness of this location.

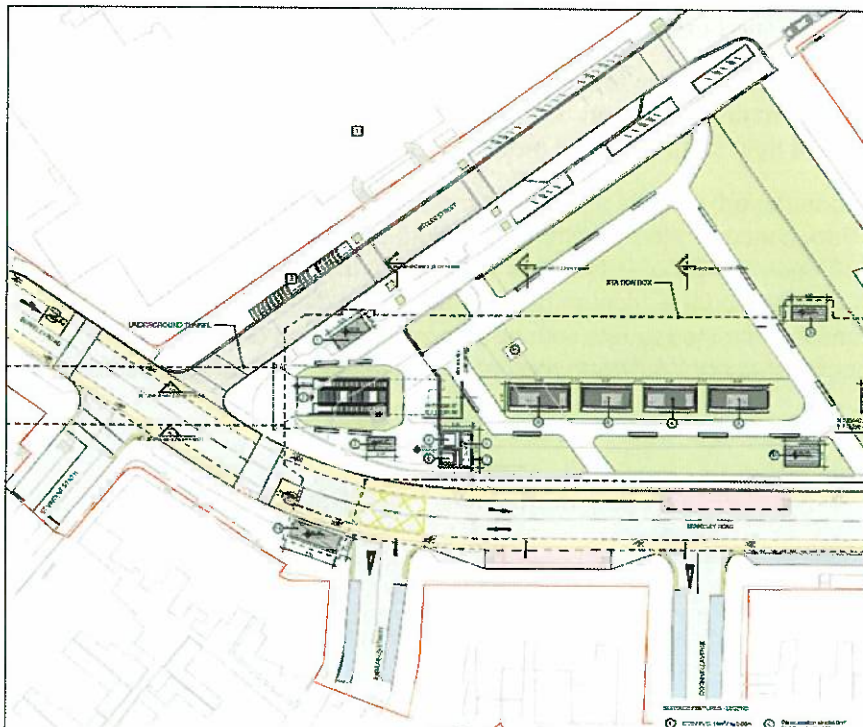
There is a lack of a pedestrian crossing shown to the North of Whitworth Road and the design should be amended to include the third arm at the junction. This will go some way to relieve the congestion at the Whitworth Road crossing and help the pedestrian movement in the area.

The station itself is within a constrained site and this will in time cause some issues, particularly with potential match day/ Croke Park concert traffic. During the detailed design process for this station the consideration of the impact of these one off events needs to be taken into account and the event plans for Croke Park events updated to take account of this new facility. The existing walking provision along Whitworth road is quite inadequate with no footpath provision on one side and separate to this project a specific study of Whitworth road and options for increasing pedestrian space is needed to be undertaken.



Mater Stop

Due to its proximity to the station entrance and associated pedestrian activity, the junction of Berkeley Road, Eccles Street and St Vincent's Road North has been proposed for signalisation however the proposed layout needs to be evaluated in the detailed design phase and the junction tightened up to allow for better and safer operation.



O'Connell Street Stop

This stop is very welcome and an important addition to public transport provision for the O'Connell Street area. The boarding and alighting data shows that there is a strong link to and from the Luas and while taking that into account there are a number of locations where the pedestrian provision needs to be improved. A separate project should look at facilitating the pedestrian ease of movement in the area to and from the Metrolink stop.

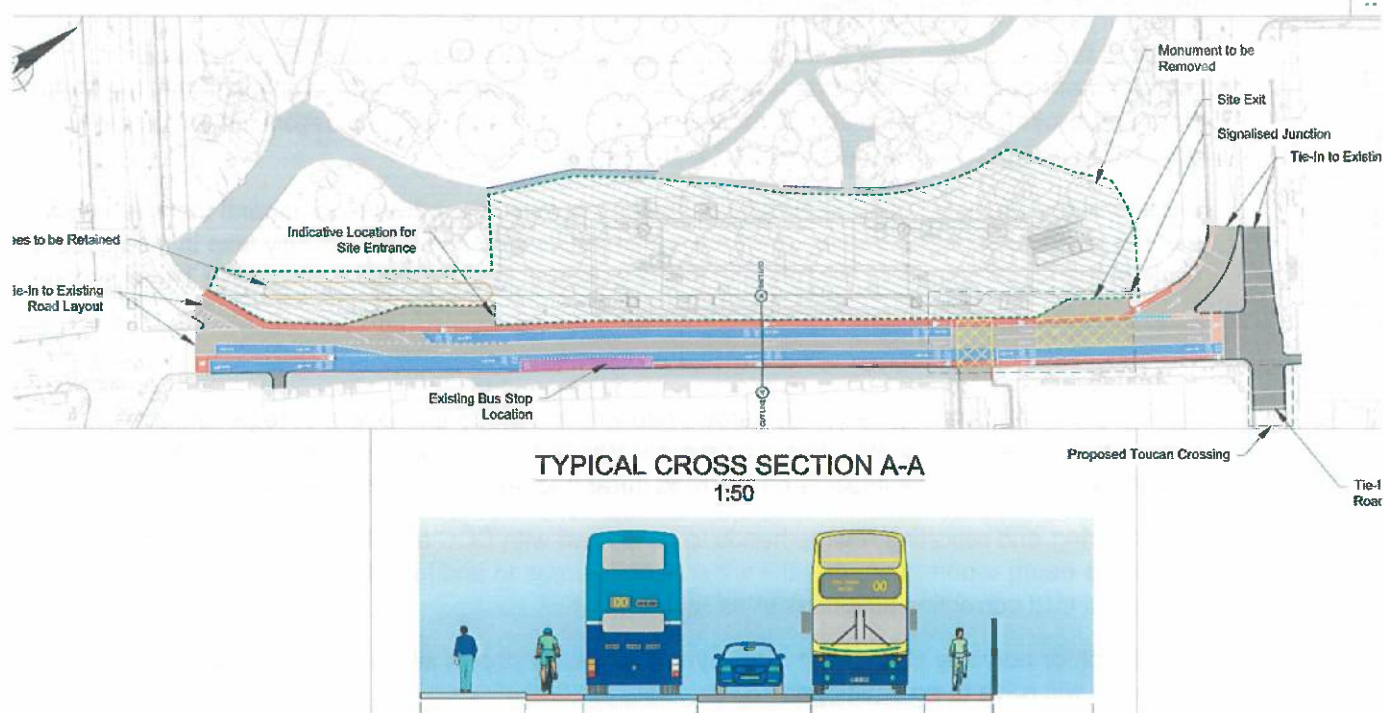
Tara Street Station

At this station which will be a major interchange there is a lack of pedestrian crossings at a number of the adjacent junctions. A separate project is needed to add these crossings in to these junctions prior to MetroLink becoming operational.

St Stephens Green Station

At this location the layout on the ground has changed substantially since the design of the scheme was completed. There is in place at present a traffic layout which facilitates outdoor dining on Merrion Row and which was implemented during the pandemic. As per the Dublin City Development plan 2022 – 2028, it is the intention to review these measures and either make permanent or remove. DCC are of the view that the road layout will need to be addressed in the detail design phase, as while the layout is now different the proposal to remove a traffic lane can still be accommodated under the current design.

MS15 ST STEPHENS GREEN STATION - TEMPORARY TRAFFIC MANAGEMENT





(Current Layout St Stephens Green East)

General comments re station design

At a number of the stations it is clear that there will be issues with some of the approach roads to stations from a pedestrian viewpoint with a number of locations having been shown to have less than satisfactory level of service. . While these locations are outside the red line it is DCC's view that a body of work needs to be undertaken by DCC and the NTA to review these locations and to implement measures to ensure that the pedestrian access to the stations should at the very least not be any barrier to use by all pedestrians.

CCTV is to be provided at all junctions and crossings next to Metro stations for both traffic management purposes and incident response and ducting shall be made available within the Metro Bore and broken out at each station to allow for the DCC traffic communications infrastructure to connect to the DCC City wide fibre optic Traffic network.

In general the provision of cycle parking at stations is welcome, however in general there is a view that the provision of cycle parking is on the conservative side and does not fully take in the scope and scale of the Cycle Connects network and this is looked at in more detail in the Active Travel section.

Operational Phase

A set of protocols are required to be established with the Metro Link operator regarding any interruption to service and how this is communicated to DCC Traffic, in particular a protocol around station evacuation and its impacts on the road infrastructure needs to be developed.

A monitoring and reporting regime needs to be agreed with DCC and TII such that the usage of stations is being reported on, that the wider access areas to and from the stations are being monitored and corrective action taken as required.

A protocol for how any changes in road layouts or use of streets which impact any aspect of the Metro operation will have to be developed.

Traffic Division recommended conditions

6. That a comprehensive agreement is put in place between DCC and the TII regarding how any location is to be handed over to TII and its contractors, what pre-inspection and recording of any site is necessary and how the site is to be maintained during construction activities and by whom. The agreement shall also address the handback process, the treatment of all relevant records treated and how all areas are to be accepted back by DCC following construction. It should further set out any areas which TII will have to maintain and the agreed mapping of any such locations.
7. All relevant DCC departments involved with the development of the Scheme shall be consulted during the detailed design development process for the Scheme and TII shall incorporate the requirements of the DCC departments into the final detailed design of the Scheme.
8. Addition CCTV and traffic signals are required in a number of places along the route and these should be agreed between DCC and TII and funded from the project.
9. A consultative committee of DCC, TII, NTA, AGS transport operators and other parties as may be thought useful, shall be established to meet periodically over the course of the construction to ensure that the various projects which may be affected by Metrolink construction or have an impact on Metrolink construction are managed in as seamless a fashion as possible to minimise disruption.
10. Following handback, a separate agreement shall be put in place between DCC and the TII regarding the costs of maintenance of any addition items which have now been added to the DCC infrastructure and which are necessary for the maintenance and operation of the MetroLink system. In addition operation protocols between DCC and Metrolink need to be agreed for the operational phase of this project.

Active Travel Programme Office

The Active Travel Programme Office (AcTPrO) welcomes the submission of the Railway Order application for Metrolink. Over the next nine years, the Active Travel Network in Dublin City will grow from its existing 10km to a connected network of 310km across the city. Dublin City Council's Active Travel Network will enhance quality of life by connecting all people through the delivery of walk-wheel-cycle network. This will be achieved by improving access, connectivity and sustainable mobility and will also contribute to a citywide reduction of transport related carbon emissions. The application should it be permitted will ensure that 175,000 people will be able to access the stations by foot.

A review of the proposed stations within Dublin City Council's jurisdiction and in line with our Active Travel Network has been undertaken with recommendations provided below.

Planning Policy

Draft Dublin City Development Plan 2022-2028

This is due to come into effect on 14th December 2022.

Relevant Policies

SMT11 - To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.

SMT15 - To prioritise the development of walking and cycling facilities and encourage a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.

SMT17 - To continue to maintain and improve the pedestrian environment and promote the development of a network of pedestrian routes which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.

SMT18 - 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.

Relevant Objectives

SMT02 - To improve the pedestrian network and prioritise the introduction of tactile paving, ramps and kerb dishing at appropriate locations, including pedestrian crossings, taxi ranks, bus stops and rail platforms in order to optimise accessibility for all users.

SMT08 - To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives and the NTA's Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policies GI2, GI6 and GI8 and objectives GIO2 and GIO16.

SMT010 - To provide publicly accessible cycle parking spaces, both standard bicycle spaces and non-standard for adapted and cargo bikes, in the city centre and the urban villages, and near the entrance to all publicly accessible buildings such as schools, hotels, libraries, theatres, churches etc. as required.

SMT012 - To promote and facilitate, in co-operation with key agencies and stakeholders, the provision of high density cycle parking facilities, as well as parking for cargo and adapted bicycles at appropriate locations, taking into consideration the NTA's GDA Cycle Network Plan, and Dublin City Council's Public Realm Strategy.

SMT017 - To seek improvements to Cross Guns Bridge for pedestrian and cycle users, taking into consideration the BusConnects and Metrolink projects.

Station Recommendations

Ballymun Station

- It is noted that a total of 292 bicycle parking spaces are to be provided at surface level.
- It is noted that a significant amount of these spaces are provided at the northern section of the site, i.e. further away from the metro entrance to the south. AcTPRO recommends that spaces are provided as close as possible to the proposed metro entrance.
- Furthermore, the drawings do not indicate that the cycle parking will be sheltered. AcTPRO recommends that all bicycle parking spaces are sheltered and secure, similar to what is shown in "Cycle Hubs at surface stations" within the material palette drawing. Furthermore, consideration should be made for bicycle lockers to provide adequate security.

Collins Avenue Station

- The nearest active travel route to this proposed metro station is approximately 80 metres to the north (Finglas to Killester). It is noted that a total of 370 bicycle parking spaces are to be provided at surface level. The drawings do not indicate that the cycle parking will be sheltered. AcTPRO recommends that all bicycle parking spaces are sheltered. Furthermore, consideration should be made for bicycle lockers to provide adequate security.

Griffith Park Station

- The nearest active travel route to this proposed metro station is approximately 150 metres to the south (Tolka River Greenway).
- It is noted that underground cycle parking is to be provided in close proximity to the metro entrance which is welcome. Surface bicycle parking is also to be provided along the south boundary of the site and AcTPrO recommends that these spaces are sheltered.

Glasnevin Station

- It is noted that this station is located next to the Royal Canal Greenway which is an active travel scheme currently being progressed by AcTPrO. A Part 8 application was approved by Dublin City Council in 2015 for this scheme.
- It is recommended that cycle lanes are provided on Phibsborough Road which links cyclists from/to the Royal Canal Greenway to the proposed two-way cycle lane to the bicycle spaces in the North West corner of the site.
- It is noted that only 120 bicycle parking spaces are to be provided at this station. AcTPrO recommends that this is increased due to the major interchange at this location.
- Furthermore, AcTPrO recommends that spaces are provided as close as possible to the metro station entrance. Spaces should be sheltered and consideration should be made for bicycle lockers to provide adequate security.

Mater Station

- The nearest active travel route to the proposed metro station is approximately 150 metres to the north (North Circular Road).
- The drawings indicate that 70 spaces are to be provided here which are located along the footpath on Eccles Street. AcTPrO recommends that a greater number of spaces are provided at this station. Furthermore, it is recommended that spaces are provided as close as possible to the metro station entrance and are sheltered. Consideration should be made for bicycle lockers to provide adequate security.

O'Connell Street Station

- This station is located next to the Parnell Square to College Green proposed active travel route. It is noted that there appears to be no bicycle parking spaces provided at this station. ATPO recommends that bicycle lockers could be provided within the station.

Tara Station

- It is noted that this station is located next to a number of proposed active travel routes such as Amiens Street to Georges/City Quay, Grand Canal to Lincoln Place and Ringsend to College Green.
- 256 bicycle spaces are to be provided here which is welcome. As with other stations AcTPrO recommends that all bicycle parking spaces are sheltered. Furthermore, consideration should be made for bicycle lockers at this station to provide adequate security.

St. Stephens Green Station

- It is noted that this station is located next to a number of proposed active travel routes such as Mercer Street to Fitzwilliam Street and City Quay to Harcourt Street.
- It is noted that only 82 spaces are proposed at this station. It is recommended that this provision is increased having regard to the central location of the station within the city.
- It is noted that the bicycle parking is provided on the footpath along St. Stephen's Green East at a distance from the metro station entrance. It is recommended that bicycle parking is provided next to the entrance which will also assist in decluttering the footpath. As with other

stations AcTPrO recommends that all bicycle parking spaces are sheltered. Furthermore, consideration should be made for bicycle lockers at this station to provide adequate security.

Charlemont Station

- It is noted that this station is located next to a number of proposed active travel routes such as Clonskeagh to City Centre and Grand Canal.
- 162 bicycle spaces are to be provided here which is welcome. As with other stations AcTPrO recommends that all bicycle parking spaces are sheltered. Furthermore, consideration should be made for bicycle lockers at this station to provide adequate security.

Furthermore, it is recommended that all stations should be designed to facilitate the transfer of bicycles to and from metro, for example, potentially as shown on page 25 of Ireland's First National Cycle Policy Framework.

Conclusion

The Metrolink is providing a sustainable alternative as part of an integrated system so that we can encourage more people to use public transport. An important element of this is to provide secure sheltered cycle parking at public transport stops, stations, etc. The AcTPrO would welcome this provision which is omitted from this proposal. In addition, AcTPrO would welcome increased provision of cycle parking at all stations, in particular Mater, Phibsborough, Tara, St Stephen's Green and Charlemont.

The Active Travel Programme Office (AcTPrO) of Dublin City Council welcomes the submission of the Railway Order application for Metrolink and fully supports the proposal.

Roads Divisions' Comments on Metrolink Railway Order

This section of the Environment & Transportation report on the Metrolink Railway Order has been prepared by the Roads Divisions. It includes technical input from Roads Design, Roads Construction, Roads Maintenance and Transportation Planning Divisions, the remit of which covers design and construction phases through to maintenance and operational phases of the scheme as well as wider policy and planning considerations.

The Roads Divisions are very supportive of the Metrolink project, its potential to deliver substantial mode shift away from private car and the opportunities it presents for regeneration and the true integration of land use and transportation.

Substantial pre-application engagement regarding the project took place between Dublin City Council and Transport Infrastructure Ireland (TII) over the last few years, for which TII is commended. The Roads Divisions proactively interacted with this process and are satisfied that any issues raised through the course of discussion have substantially been addressed. Notwithstanding, the following conditions are recommended as a means of ensuring meaningful engagement and agreement between Dublin City Council and Transport Infrastructure Ireland at detailed design and construction stages.

Roads Divisions' Recommended Conditions:

Handover:

25. Prior to commencement of any works, a formal Handover Procedure Agreement shall be agreed 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 electronic format compatible with Dublin City Council'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 Dublin City Council's charge. The agreement shall also specifically address proposed maintenance arrangements for public in charge areas over stations and other structures.

Existing Condition Record:

- 26. 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 prior to the commencement of any work.
- 27. Drawings distinguishing between antique granite footways and kerbs and new granite footways and kerbs shall be submitted as part of detailed design development of approved scheme.

Roads Design & Construction:

- 28. 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 Dublin City Council prior to construction.
- 29. 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"*.
- 30. 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.
- 31. 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 crossfalls on carriageways, islands, buildouts and footways are in accordance with those specified in *"Construction Standards for Road and Street Works in Dublin City Council"* unless otherwise agreed with Dublin City Council.
- 32. Pedestrian and cyclist connectivity to and within stations shall be improved as part of the project where possible. Cycle parking shall be provided at all stations in secure, well lit and convenient locations. Details to be agreed with Dublin City Council at detailed design stage. Principles of universal design shall be adhered to and accessibility requirements shall be met throughout the project.
- 33. Any alterations to kerbside spaces such as pay and display scheme/loading/line markings/signage pole shall be agreed with E&T Department at detailed design stage.
- 34. All signage and road markings to comply with the *Traffic Signs Manual*.
- 35. Prior to commencement of works, Transport Infrastructure Ireland shall consult with the Roads Design and Construction Division of Dublin City Council regarding any works that impact on bridges within Dublin City's jurisdiction. All works to bridges shall align with best practice as set out in TII Publications (Standards and Technical).

Reinstatement & Maintenance:

- 36. 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 Dublin City Council.

37. The extent and type of the reinstatement required shall be agreed with Dublin City Council prior to commencement of any work on site. This shall be shown on drawings and signed off on by both parties.
38. 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.
39. 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.transport.gov.ie/public/60488888-4240-4800-9000-000000000000) or any updated version.
40. Samples of all new natural stone kerbs, flags and setts to be used in reinstatement and/or upgrade works shall be supplied to Dublin City Council for agreement prior to use.
41. Regarding bridge structures along the route, prior to commencement of works Transport Infrastructure Ireland and Dublin City Council shall agree in writing details regarding ownership and maintenance of bridges.

Construction Period:

42. Prior to commencement of works, Transport Infrastructure Ireland shall engage with Dublin City Council to agree 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. Transport Infrastructure Ireland shall continually liaise with Dublin City Council during construction through an agreed schedule of regular meetings.
43. 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 Dublin City Council.
44. In cases of reinstatement of areas where the roadway or footway is not being reconstructed in full (e.g. trench for utility along side street) Transport Infrastructure Ireland or their Contractor shall pay Dublin City Council 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 \(rmo.ie\)](https://www.transport.gov.ie/public/60488888-4240-4800-9000-000000000000)* or any updated version.
45. 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 with Dublin City Council's specification if required by Dublin City Council unless otherwise agreed with Dublin City Council.
46. 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 with Dublin City Council's specification.
47. Specific areas and infrastructure to be taken in charge shall be agreed in writing with Dublin City Council.
48. 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->

DCC Environmental Protection Division comments

Introduction

The proposed works are largely underground, sometimes at considerable depths. It is important to ensure that there is no impact on existing drainage infrastructure, particularly critical infrastructure such as the Grand Canal Tunnel. TII propose to divert a length of the Wad River. This work must take cognisance of the flooding history of this river and ensure there is no increase in flood risk either during or after the works.

Dublin City Development Plan 2016-2022, Chapter 9 identifies the need for Sustainable Environmental Infrastructure as part of any development in the city. The criteria listed in Chapter 9 are linked to the other major environmental themes within the Plan specifically in relation to Climate Change, Green Infrastructure, Open Space and Recreation, and Sustainable communities. The principles of Sustainable Drainage Systems (SuDS) should be integrated with all other environmental aspects of a project, using best practice solutions. DCC requires this softer engineered approach to be used to manage surface water at source as it is a greener, more environmentally effective approach for managing stormwater. These requirements will be further strengthened in the Dublin City Development Plan 2022-2028.

Groundwater shall be protected throughout the construction and operational phases of the project. Relevant groundwater regulations and guidance shall be adhered to including SI 9/2010 and SI 366/2016. The project shall not result in the deterioration of ground or surface water quality during the construction or operational phase of the project in accordance with the Water Framework Directive. Domestic wastewater generated within site compounds shall be discharged to foul/combined sewers only in consultation with the statutory body (Irish Water).

The project includes a planned alteration to straighten the channel of the Santry River immediately downstream of the proposed crossing to the immediate east of the M50 interchange with the Naul Road/Ballymun Road. While this section falls under the remit of Fingal County Council, we would advise TII of the importance of demonstrating compliance with the Water Framework Directive and the draft 3rd cycle of the River Basin Management Plan.

Recommended Conditions

DCC Environmental Protection Division recommend that the following conditions are applied.

The detailed surface water (SW) drainage design shall be agreed in writing with DCC Drainage Planning, Policy and Development Control prior to commencement. TII, their agents or contractor must comply with the Greater Dublin Regional Code of Practice for Development Works – version 6.0 (available from www.dublincity.ie Forms and Downloads) and any other relevant specifications as shall issue by DCC's Drainage Planning, Policy and Development Control during the construction of the Works.

The development shall incorporate Sustainable Drainage Systems in the management of surface water, providing an integrated approach with the landscaping proposals. Full details of these shall be agreed in writing with DCC Drainage Planning, Policy and Development Control prior to commencement of construction. Soft landscaping should be considered before hard landscaping. The SuDS design should refer to the new Dublin City Council Sustainable Drainage Design and Evaluation Guide published in 2021.

Submission to include a detailed design check which shall incorporate:

- Full design details including rationale and calculations and flow control measures, discharge rates etc. in each area/sub-catchment.
- Gully and swales /SuDS elements design to be approved where additional required. Drawings should also indicate where revisions to existing SW infrastructure are necessary.
- Manhole design to facilitate flow control devices, discharge manholes etc.
- Functionality of swale connection pipes throughout.
- Check of attenuation volumes provided.

TII, their agents or contractor shall submit details, including cross-sections of buildings/ foundations in relation to all affected SW sewers, for the written agreement of DCC's Drainage Planning, Policy and Development Control. No additional loading shall be placed on any surface water sewer and any damage to a sewer shall be rectified at TII's expense.

Surveys on the location and condition of the surface water infrastructure sewers, both pre and post development, shall be carried out by the developer. This shall include any sewers which are close enough to the Metrolink route that their later maintenance would require consultation with TII and any sewers that might be impacted by the tunnel construction process. These shall be upgraded in advance of works commencing if this is deemed necessary by Environmental Protection Division. Any damage to public drainage infrastructure shall be rectified at the developer's/ contractor's expense.

As constructed drawings and a CCTV survey of all new public pipelines and pipelines to be taken in charge must be submitted to DCC Drainage Planning, Policy and Development Control after the completion of each phase of the development on site. This submission should include drawings indicating clearly the proposed demarcation between public and private SW drainage infrastructure. Future maintenance responsibility for all new and altered surface water drainage elements of the project and all existing drainage in proximity to the Metrolink route is to be agreed with the Environmental Protection Division.

TII shall model the cumulative effects of the proposed SW sewer diversions and compile a report specifying the details of all sewer upgrades and diversions and confirming that adequate capacity will be provided in surface water sewers, taking into account future demand. Particular attention shall be paid to the diversion of the Wad River to ensure there is no reduction in conveyance capacity and that there is no increase in flood risk during or after the works.

Each SW sewer diversion and any new connection to the SW network shall be carried out under separate licence from DCC Drainage Planning, Policy and Development Control. TII, their agents or contractor shall comply with the licensing and connection procedure of DCC Drainage Planning, Policy and Development Control. No application for a licence will be accepted until the drainage design details are agreed in writing.

There shall be no pumping or discharge of groundwater or any other trade effluent to Dublin City Council sewers or waters except under and in accordance with a licence granted by Dublin City Council as required by the Local Government (Water Pollution) Acts, 1977 and 1990. Please note, Dublin City Council is the local authority responsible for the surface water drainage network. Irish Water is the sanitary authority responsible for the foul and combined drainage network.

All internal basement drainage must be designed in accordance with the City Council's policy on basements as set out in the Greater Dublin Strategic Drainage Study - Regional Drainage Policy – Volume 6, Basements. In particular, all internal drainage shall be pumped so as to discharge by gravity from the site to the public sewer and all openings to such structures shall be higher than the prevailing flood level in the area. All underground structures must be constructed to be watertight and therefore eliminate any permanent requirement to discharge groundwater. The design should address any potential risk of flotation or structural failure arising from making the structure watertight and should take steps to eliminate such risks.

TII shall ensure that a Site Specific Flood Risk Assessment is carried out and submitted for the proposed scheme. This should identify and quantify the potential risks from all sources including coastal, fluvial, pluvial and groundwater. TII shall confirm in writing to the Drainage Division that the scheme has been designed such that the risk of flooding to the scheme has been reduced as far as is reasonably practicable, and that the proposals do not increase the risk of flooding to any adjacent or nearby area.

Air Quality Monitoring and Noise Control Unit

This Unit recommends the following conditions to the Board.

Noise, Vibration 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 the Dublin City Council, Air Quality Monitoring and Noise Control Unit Good Practice Guide for Construction and Demolition (below link). The Plan must include remedial measures identified owing to the results of the baseline monitoring survey as committed to in the EIS. The plan must be approved by the Planning Department before work commences.

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

- The hours of operation for the construction phase for all construction sites including depots shall be restricted to 7.00am to 6pm, Monday to Friday, and 8.00am to 2.00pm on Saturdays. Permission to work outside of these hours must be subject to the approval of Dublin City Council.

Operational Phase – Noise and Vibration

The commitments and remedial measures proposed in the Airborne Noise & Ground borne Noise Mitigation Policy submitted with the EIA must be implemented in full. TII must enter into discussion with DCC prior to construction start regarding its monitoring regime, information sharing and details of any mitigation measures which are required.

Public Lighting Division

CONSULTATION & FORMAL DOCUMENTED APPROVALS PROCESS FOR PUBLIC LIGHTING

23. Briefings to be provided on the general layouts in each area in order to fully understand and assess public lighting requirements.
24. Ongoing consultation is required at all stages from design, to construction, to testing, commissioning and handover/taking in charge.
25. A formal documented approvals process is required to be put in place with sign off at each stage.

LIGHT LEVELS AND DESIGN REQUIREMENTS/ STANDARDS

- New and/or altered public lighting schemes shall comply and be designed to IS EN13021. They shall also comply with DCCs General Specification for Public Lighting
- Light Level Classes are dependent upon Daily Traffic Flows and levels of usage (both vehicular and pedestrian) and need to be formally agreed and signed off for each area of the project.
- 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 a competent public lighting contractor or operator (such as DCC Public Lighting Services).

MAINTAINING PUBLIC LIGHTING IN AREAS THAT REMAIN IN PUBLIC USE DURING THE CONSTRUCTION PERIOD

- 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
 1. maintaining the existing public lighting infrastructure during construction or
 2. removing the existing public lighting infrastructure and providing agreed temporary lighting or
 3. providing the new public lighting infrastructure in advance of decommissioning the existing infrastructure.

ALTERATION / RELOCATION & CONDITION OF EXISTING LIGHTING INFRASTRUCTURE

- Condition Assessment of lighting infrastructure will be required in advance.
- Replacement of existing Lighting Infrastructure with new infrastructure is likely.
- Some Lighting Infrastructure will at end of life and the upgrading of luminaires may require the upgrade 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.

SURVEYING LIGHTING INFRASTRUCTURE

- Need to establish lighting circuits and electrical supply locations at design stage.
- Need to establish if any third party infrastructure, e.g. Traffic Lights, are supplied from the public lighting infrastructure and plan to relocate accordingly.

SITING OF LIGHTING COLUMNS & SUPPLY PILLARS

- There is a limitation on where lights can be re-located. Careful consideration needed.
- Need to minimise street clutter to avoid plethora of supply pillars and other street furniture.

DEALING WITH UTILITIES

- 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.

TREES

- 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.

SERVICES CONGESTION

- 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 possible location for lighting columns and duct routes etc.

ESB NETWORKS – SPECIAL CONSIDERATIONS

- 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 Metro-link cannot alter, remove or relocate lighting infrastructure mounted on ESB Infrastructure without DCC PL and ESNB approval.

GENERAL OBSERVATIONS ON LAYOUT DRAWINGS

- There appear to be significant pavement works in most areas that will require complete replacement of existing lighting infrastructure including provision of ducts, cable chambers, lighting columns, luminaires, cabling, supply pillars and these details will need to be addressed in the detailed design process.

John Flanagan
Assistant Chief Executive & City Engineer

Date 14/12/2022

Memo

Re: MetroLink Railway Order Application Comments

From: Liam Morrissey

To: Bryan Ward

Copy: Siobhán O'Connor

Date: 10th November 2022

CA file reference: CA19070

Dear Bryan,

Please see below comments from City Architects Division in response to the MetroLink Railway Order Application. The following comments are the same as those issued on 10th November 2022 but they have now been converted into Word format as requested.

Notes on MetroLink Review Process

A. City Architects Division's particular areas of interest are the public realm, landscape design and the station design. User experience, quality of internal public spaces, how the station entrances manifest on the surface and how the public realm design considers future use are all important considerations which will impact the city, alongside the functional aspects of the infrastructure itself.

B. Railway Order Lodgement

City Architects had requested that a full Pre-Planning (Railway Order) Documentation set be provided for review and comment in advance of the Railway Order Application. TII subsequently advised that due to programme constraints, this request could not be facilitated and TII would be proceeding with the lodgement of the Railway Order Application.

C. Previous Comments

City Architects have provided detailed comments on proposals as they have developed. We have not received satisfactory responses to many of the issues raised in our comments. Further consultation and clarification will be required.

D. Next Steps

City Architects would like to request a clear and detailed outline of how the process will be run from here and how City Architects (and other Dublin City Council Departments) will have the opportunity to follow up on our concerns and keep them live through to resolution. Meaningful workshops at key stages will be essential.

E. Design Build Contractor

Clarification is required regarding what stage of the project the Design Build Contractor will be appointed. To ensure success of the project, it will be essential that the Client Requirements for the Design Build Contractor clearly set out the following:

1. the need to fully develop in detail the Concept Design Intent for Street Level Common Components to deliver high-quality, fully coordinated and integrated public realm.
2. the need to have Architects, a Grade 1 Conservation Architect and Landscape Architects as key members of the Design Build Team, with sufficient inputs/hours at each stage to ensure the service is properly resourced.

General Comments (applicable to all Stations and entire MetroLink project)

CA-RO-G-01 General

Railway Order Documentation

The Railway Order Drawings comprise very simplified planning drawings and are difficult to review in detail. Some inconsistencies exist between the drawings, verified views and materials palette document.

Existing Condition Plan (including all existing utilities, street lighting, traffic control boxes, bollards, bins, benches etc.) and Proposed Site Plan at same scale are not provided in the 'Structures Details Book 2 of 3 MetroLink Stations Dublin City Council.pdf'.

The 'Materials Palette.pdf' and EIAR Appendix 'A27.1 Photomontages.pdf' have also been reviewed as they better display the required quality of materials, architectural detailing and finishes required for such a major infrastructure project. This level of quality should be a Condition of the Railway Order to ensure that the proposal will be tied to the R.O. documents so that what is proposed at this stage will be delivered.

CA-RO-G-02 General

Ongoing Consultation

City Architects note that ongoing consultation with DCC will be essential to ensure that concerns are addressed and the best possible outcome for the city delivered. This requirement needs to be included in any brief to Design Consultants and Contractors as the project develops."

CA-RO-G-03 General

Reference Documents

In addition to the requirements of the Development Plan and LAPs, stations should be designed with consideration given to the following documents:

- The Heart of Dublin - City Centre Public Realm Masterplan, 2016
- Your City Your Space - Dublin City Public Realm Strategy, 2012
- Basement Development Guidance Document, 2019
- 2016-2020 Dublin City Tree Strategy
- 2016 Construction Standards for Road and Street Works in Dublin City Council

CA-RO-G-04 General

Universal Access

Universal Design Principles needs to be central to all aspects of MetroLink. A Universal Accessibility Audit on the design should be undertaken to ensure equal access for all users is delivered around all stations.

The escalators and lifts are segregated from each other on most stations, access for all passengers needs to be treated with equal importance.

CA-RO-G-05 General

Environment and Sustainability

MetroLink is a major scheme presenting excellent opportunities for sustainable design and environmentally sensitive solutions across the city, these should be fully explored (e.g. green roofs,

rainwater attenuation, greening strategies, solar energy etc.) Drinking water fountains/bottle fillers should be provided at all stations to reduce reliance on single use plastics.

It would be a major environmental positive if the MetroLink could be carbon neutral with operation fully powered by renewable green energy - possibilities for making this a reality should be pursued as early as possible in the scheme.

CA-RO-G-06 General Placemaking

A placemaking focused approach needs to be the priority around stations to ensure MetroLink delivers public realm of the highest quality to Dublin City. Placemaking and activation needs to remain the focus throughout detail design and construction phases to deliver places for people and a vibrant, successful public realm.

CA-RO-G-07 General Emergency Vehicle Access & Evacuation Strategy

Fire evacuation strategy for each station should be considered as part of an integrated public realm design to avoid potential pedestrian congestion around emergency exits to ensure MetroLink can be safely evacuated in emergencies.

Requirements for emergency vehicle access needs to be fully integrated into the public realm design.

CA-RO-G-08 General Public Realm and Red Line Boundary

Clarification of the red line boundary is required on each station to clearly identify the site boundary and the extent of the works to be undertaken as part of the MetroLink project. All necessary works or upgrades in the vicinity (e.g.. footpath upgrades in surrounding streets) need to be included in the project works.)

Clarification of the extent of the Public Realm on each station is required. Should the proposal be for any portion of the 'Urban Realm' to be retained as private land or closed off to public access at any time (e.g. closed to public at night) this must be clearly identified.

CA-RO-G-09 General Percentage of Budget Allocation for Public Realm

Clarification of percentage of allocation of budget for Public Realm to be provided. Urban realm proposals shown in 'Materials Palette.pdf' need to be integrated into the scheme through the procurement process to ensure the high quality public realm proposals are not just aspirational but are actually delivered.

CA-RO-G-10 General Percent for Art

Clarification of how the Percent for Art scheme requirements for will be met across the MetroLink scheme is required - it is recommended that it be on a per station basis. Art should be embraced as a means of adding cultural richness to each station and integrating the structures into their context.

Portal soffits are an ideal opportunity for a unique art piece or distinctive colour at each station in lieu of the timber cladding shown.

CA-RO-G-11 General Integrated Transport Network

MetroLink proposal needs to be fully coordinated with other major infrastructure projects including BusConnects and DART Expansion to ensure designs are integrated, mutually complimentary and deliver high quality public realm spaces at interfaces between projects.

Coordination with Bike Sharing schemes should be included to ensure better connectivity between services particularly in the city centre.

CA-RO-G-12 General Transport and Accessibility Model

CA-RO-G-13 General Site Sterilisation

CA-RO-G-14 General Conservation Architect

CA-RO-G-15 General Materials

CA-RO-G-16 General High Quality Street Furniture

CA-RO-G-17 General Pop Ups

CA-RO-G-18	General	Entrance Typology
------------	---------	-------------------

CA-RO-G-19 General Architectural Language and Iconography

CA-RO-G-20	General	Advertising
------------	---------	-------------

CA-RO-G-21	General	Cycle Provisions on Trains
-------------------	----------------	-----------------------------------

Consideration should be given to providing cycle parking on MetroLink trains so passengers can bring their bikes with them, lifts should be sized to accommodate bikes. This project is coming at time where cycle infrastructure in Dublin is undergoing major enhancements and the opportunity to improve transport integration should not be missed.

CA-RO-G-22 General

Cycle Parking Provisions at Stations

The importance of adequate cycle parking at stations is understood as part of an integrated transport network and the good quantum of bicycle parking is welcome. However, the Railway Order Station proposals show public realm dominated by Sheffield cycle stands. The locations for cycle parking require further review to ensure they are fully integrated into a coherent public realm proposal noting that cycle parking on footpaths can cause obstructions for people with disabilities.

Consideration should be given to the provision of parking for non-standard, adapted and cargo bikes and mobility scooters in accordance with Dublin City Council Development Plan standards.

It is envisaged that bike parking will be used for short stays, but also by commuters and others for longer stays. Singular, Large, covered bike enclosures and possibly stackers should be considered where possible. These offer a better level of security, and also remove visual and physical clutter from the public domain.

CA-RO-G-23 General

Lighting

Lighting will be very important in how the above ground elements around stations are perceived particularly at night. In addition to safety requirements, all above ground elements should be beautifully lit at night. Glazed facades mean the structures emit light at night and contribute to a more secure environment. Where lamp standards are proposed, they should be positioned to avoid clutter and designed/selected to complement their context.

CA-RO-G-24 General

Passenger Lifts

Passenger lifts should be given equal priority to entrance canopies and integrated into the public realm accordingly in line with Universal Design Principles and equal access for all. The proposed difference in materials makes them easily identifiable from Dublin Fire Brigade Lifts and this principle needs to be followed through as the design develops.

CA-RO-G-25 General

Dublin Fire Brigade Lifts

The proposed brick cladding is appropriate and in keeping with the industrial heritage of the city and the perforated brick to conceal MEP vents is welcome.

Careful consideration in terms of brick selection and architectural detailing will be important in integrating the structures into the various historic contexts.

CA-RO-G-26 General

Common Components Interactions

Common components shown in the 'Materials Palette.pdf' should be fully developed and integrated into the public realm. Part of this process should include considering how positive interaction with the elements can be encouraged and controlled as well as discouraging negative interactions such as anti-social behaviour and climbing. Design must ensure that the installation of security devices is avoided.

CA-RO-G-27 General

HVM Bollards

The proposed 'Bollards or equivalent (HVM)' at each station are concerning for their impact on the visual amenity of the public realm and problems they present for visually impaired pedestrians. The requirement for the bollards is understood, however their locations and alignments need to be reconsidered as part of an integrated public realm proposal for each station. Wherever possible landscape/greening/raised planting/seating interventions should be used as an alternative to bollards.

CA-RO-G-28 General

Upstand Floor Hatch

Several vents and hatches are shown in pedestrian areas around the stations and in some cases it is unclear if they will be flush with surrounding paving. Details, specifications, loadings, guarding, bollards, lighting, sirens, signage, maintenance requirements, etc. need to be provided for these openings to clarify if/how they will open in the event of an emergency and what impact they will have on the public realm.

CA-RO-G-29 General Utility Cabinets

It is understood that all utility/service supply cabinets will be located below ground level as they are not shown on the Railway Order Street Level Design. This approach needs to be followed through all stages of the project to minimise clutter in the public realm.

CA-RO-G-30 General Tree Management

The construction of the stations involves the removal of a significant no. of mature trees. Every effort must be made to minimise the no. of trees removed and any trees removed must be replaced with new appropriate tree specimens to support greening, biodiversity and environmental sustainability.

MS08_Ballymun Station

CA-RO-MS08-01 Ballymun Station Site Development Potential

City Architects note that the intention of the plan for the regeneration of Ballymun is to reduce the number of large open spaces. The introduction of a Plaza the same scale as the station box above the station does not seem to support this and will impede the potential for future oversite development.

The 2007 BRL Masterplan also identified a strong street edge for this site as part of the objective to create a main street with density and a mix of active uses and frontages on the Ballymun Road.

CA-RO-MS08-02 Ballymun Station Urban Design

The public realm design should give consideration to the new design proposal for the plaza opposite the proposed Metro Station, this should be considered from an urban design perspective.

Pedestrian connectivity across the Ballymun Road (R108) via the proposed toucan crossing is vital and needs to be developed and coordinated with BusConnects.

CA-RO-MS08-03 Ballymun Station Public Realm Design

The public realm around the entrance to the MetroLink station needs to be coordinated with the potential shopping centre on the adjacent site help activate the space rather than detract from it through the introduction of new public open spaces within the shopping centre.

The shopping centre may not be built so the station needs to be designed to function with or without the adjacent shopping centre. Consideration should be given so additional space activation, for example, through a cafe kiosk.

CA-RO-MS08-04 Ballymun Station Cycle Parking

Whilst a good quantum of bicycle parking is welcome, the proliferation of Sheffield stands across the site is of concern. It is envisaged that bike parking will be used for short stays, but also by commuters and others for longer stays. Singular, Large, covered bike enclosures and possibly stackers should be considered where possible. These offer a better level of security, and also remove visual and physical clutter from the public domain.

CA-RO-MS08-05 Ballymun Station Bollards

The quantum of HVM bollards is of concern for their impact on the visual amenity of the public realm and problems they present for visually impaired pedestrians. Wherever possible landscape/greening/raised planting interventions should be used as an alternative to bollards.

CA-RO-MS08-06 Ballymun Station Vents

The material and surface finish of the 3no. vent shafts in pedestrian thoroughfares requires careful consideration to ensure they are flush with paving, easily traversable and do not interrupt the footpath and the flow of pedestrians in what will be a busy location.

CA-RO-MS08-07 Ballymun Station Accessible Parking & Set down

It appears that construction of this station will necessitate the removal of 3 accessible parking spaces. Preservation of the existing quantum of accessible parking should be a priority. Set down area for people with disabilities should also be considered.

CA-RO-MS08-08 Ballymun Station Bollards clash

To the immediate south of the station on Sillogue Road there appears to be a clash between existing parallel parking spaces and proposed bollards. The proposed layout would present a problem in opening car doors.

MS09_Collins Avenue Station

CA-RO-MS09-01 Collins Avenue Station Transport and Accessibility Model

This station will serve the DCU campus so it is likely that this station will be intensively used in the future and the public realm design needs to accommodate large passenger volumes.

CA-RO-MS09-02 Collins Avenue Station Median Exhaust Shafts

The proposed over track exhaust shafts in centre median appear to significantly complicate the construction of the station and potentially give rise to public safety concerns.

CA-RO-MS09-03 Collins Avenue Station Tree Management

The construction of this station involves the removal of a significant no. of mature trees and needs to be handled carefully to minimise environmental impacts.

CA-RO-MS09-04 Collins Avenue Station Landscape Layout

The fragmented landscape design potentially gives rise to concealed spaces behind above ground elements, layout could be further rationalised. Sustainable drainage proposal is welcome but further details of swales and connecting open drains required.

CA-RO-MS09-05 Collins Avenue Station Cycle Parking

Cycle parking is a dominant element in the public realm and requires further consideration.

CA-RO-MS09-06 Collins Avenue Station Bollards

A more considered approach to HVM bollards is required as part of a coherent public realm design.

MS10_Griffith Park Station

CA-RO-MS10-01 Griffith Park Station Elevation Assessment

City Architects suggest that an elevation study along the length of St Mobhi Road is essential. The treatment of the wall should be considered for example, stone cladding, imprinted concrete with artistic design, planted walls, windows, sections in relief and recessed elements, greening at base of walls etc. which could provide some animation and rhythm to the wall.

Lighting on the footpath along the edge of the retaining wall to the football pitch will need to be considered carefully in order to ensure passenger safety as this footpath will be between a row of mature trees and a high wall.

CA-RO-MS10-02 Griffith Park Station Cycle Path

The interaction between the 2-way cycle path and pedestrian infrastructure, for example, at the bus stop gives rise to potential conflicts. Further consideration should be given to layout, materials and finishes to minimise conflicts.

CA-RO-MS10-03 Griffith Park Station Entrance Plaza

The proposal to create plaza at the station entrance is welcome and has potential to be further developed.

The plaza will have no passive surveillance from adjacent properties so this needs to be considered to ensure passenger safety and to avoid a potential location for anti-social behaviour.

CA-RO-MS10-04 Griffith Park Station Universal Access

The station and plaza should be designed taking account of universal design principles - consideration given to disabled parking, set-down area.

CA-RO-MS10-05 Griffith Park Station HVM Bollards

A large number of HVM bollards are shown to the edge of the proposed plaza, a more considered approach to HVM bollards is required as part of a coherent public realm design.

CA-RO-MS10-06 Griffith Park Station Landscape Layout

This station appears to use the levels well to integrate the above ground elements, street elevations and details of paved surface are required to fully understand proposal.

CA-RO-MS10-07 Griffith Park Station Tree Management

The construction of this station involves the removal of a significant no. of mature trees and needs to be handled carefully to minimise environmental impacts.

CA-RO-MS10-08 Griffith Park Station Roof light Omission

There are no roof lights proposed for this station due to the requirement to reinstate the football pitch meaning the station will be entirely artificially lit. The retaining wall along St Mobhi Road may provide opportunity for providing natural light into the station.

MS11_Glasnevin Station

CA-RO-MS10-01 Glasnevin Station Station configuration

This station is a major interchange location between the MetroLink and Irish Rail but also could see high volumes of passengers for events in Croke Park - the station must be designed to accommodate the anticipated no. of passengers without adversely impacting on the public realm (queues, overcrowded footpaths etc.)

The footpath/road layout outside the station needs to be carefully assessed and designed to ensure safe movement routes are provided for pedestrians to bus stops and minimising conflicts with cycle paths.

CA-RO-MS10-02 Glasnevin Station Royal Canal Greenway

The interface between the station and the pedestrian/cycle path beside the canal (where there are planned towpath upgrades to connect with the Royal Canal Greenway) needs to be assessed to ensure the proposal enhances the public realm in this location and does not negatively impact this important route."

CA-RO-MS10-03 Glasnevin Station 2-way Cycle Path

The 2-way cycle path appears to terminate in a potentially hazardous configuration at the junction with Prospect Road to the north of the station introducing a potential conflict between pedestrians and cyclists. Further consideration should be given to layout, materials and finishes to minimise conflicts."

CA-RO-MS10-04 Glasnevin Station Pedestrian crossings

There is no pedestrian crossing currently shown connecting the station to the east with the block between Whitworth Road and Lyndsey Grove. Consideration should be given to the inclusion of a pedestrian crossing here as there will likely be large pedestrian footfall approaching along the north side of Whitworth Road, including a potentially high concentration of visually impaired people accessing from the National Council for the Blind."

CA-RO-MS10-05 Glasnevin Station Conservation & Heritage

There are a no. of protected structures in the area including the railings to the north of the proposed station. The bridges and canal locks are also of Industrial Heritage importance so a considered and sensitive approach is required in this location.

CA-RO-MS10-06 Glasnevin Station Public Realm

A more detailed public realm proposal for the plaza space needs to be developed with further consideration given to elements such as seating, trees and planting, surface materials, level changes and artwork. Further detail is required to clarify how complex levels are being resolved through use of gently sloped surfaces, steps and landscape elements.

Design approach should be for a fully integrated station building and public realm at this major interchange location. The inclusion of the retail unit is welcome to improve the public interface and help to activate the plaza.

CA-RO-MS10-07 Glasnevin Station Service Building

The proposal shows a large brick-clad service building housing Irish Rail back of house spaces and vents for MetroLink. Consideration needs to be given to the inclusion of windows, planting, sections in relief/recessed elements which may provide a rhythm and animation, particularly along Prospect Road. Perhaps a café kiosk in the service building to the north would activate this facade and adjoining space.

CA-RO-MS10-08 Glasnevin Station Oversight Development & Urban Form

Due to the important and complex interchange at this location, the station has been designed from the inside out. More consideration needs to be given to how the station will impact the streetscape.

This site has opportunities for a building edge, oversight development of an appropriate scale to the context and future development on lands behind the proposed station but the proposal does not appear to have sufficiently explored these opportunities.

CA-RO-MS10-09 Glasnevin Station Wayfinding

The architectural language of the station building gives rise to a concern that the station entrance may not be easily identifiable particularly vulnerable or visually impaired users. The design needs to be further developed to address this issue.

CA-RO-MS10-10 Glasnevin Station Landscape Layout

Further detail is required to clarify how complex levels are being resolved through use of gently sloped surfaces, steps and landscape elements.

Design approach should be for a fully integrated station building and public realm at this major interchange location.

MS12_Mater Station

CA-RO-MS12-01 Mater Station Landscape Layout

A more detailed landscape layout needs to be developed to explain how the above ground elements will be integrated into the landscape design as well as the implications for the historic park railings.

CA-RO-MS12-02 Mater Station Biodiversity

This station necessitates the removal of the existing park including mature trees and will have a substantial impact on the biodiversity of the site. Detailed assessments and ongoing monitoring will be required throughout all stages of the project to minimise any negative impacts on biodiversity and to ensure that the biodiversity of the park is restored through the new trees and greening in the new landscape design.

CA-RO-MS12-03 Mater Station Main Entrance Location

The main entrance to the station is located in very close proximity to the intersection of Berkeley Road and Eccles Street. This appears to create a pinch point where it may be difficult to safely manage the arrival and departure of high volumes of passengers at peak times. A detailed study of this area should be carried out to demonstrate how pedestrian and vehicle movements are safely accommodated in the proposal.

CA-RO-MS12-04 Mater Station Roof lights

The introduction of the approx. 2m high roof light upstands will have a substantial impact on the park and the visual permeability, they may provide space for anti-social behaviour. The height of these elements needs further consideration and they need to be fully integrated into the landscape proposal for the park.

CA-RO-MS12-05 Mater Station Park Ownership and Access

The park at the proposed Mater Station is currently maintained by DCC but is owned by the Mater Hospital with private access for the hospital only. City Architects are of the view that in order for the public realm around the station to function successfully, public access to the park will be required. Every effort should be made to obtain public access to the park.

CA-RO-MS12-06 Mater Station Conservation - Buildings

The site is surrounded by protected structures including St Josephs Church, The Mater Hospital and the house at 39 Eccles street. The EIAR Architectural Heritage Impact at this station During Operation (AHI-60) is noted as moderate and a more detailed study in the context of protected structures and visual impact should be undertaken to demonstrate that the proposal will not adversely impact or detract from the existing amenity, including views (for example the vista towards St. George's Church at Hardwicke Place).

CA-RO-MS12-07 Mater Station Conservation - Railings

The gates, railings and plinth walls surrounding the park including the Celtic cross commemorating the Four Masters are a protected structure. The proposal identifies a change in alignment, geometry and extent of the park railings. A conservation strategy and report for how these railings are to be reinstated should be undertaken to ensure this amenity is protected.

CA-RO-MS12-08 Mater Station HVM Bollards

The proposed HVM bollards appear to obstruct pedestrian movements and clash with tactile paving at the pedestrian crossing on Berkeley Road. The locations and alignment should be better coordinated with the park railings to provide a more coherent, resolved solution.

CA-RO-MS12-09 Mater Station Branding

City Architects strongly advise that branding responds to historical context as is the convention in conservation areas.

MS13_O'Connell Street Station

CA-RO-MS13-01 O'Connell Street Station Railway Order Drawings

The proposed street level design is not shown for the O'Connell Street Station therefore it is not possible for City Architects to comment on the Public Realm and Landscape proposal elements of this location. There appears to be an error/omission on the following drawing:

Drawing no. ML1-JAI-SRD-ROUT_XX-DR-Y-02071

Drawing Title METROLINK - STRUCTURES, O'CONNELL STREET STATION, PROPOSED STREET LEVEL DESIGN

CA-RO-MS13-02 O'Connell Street Station Station configuration

The proposed location of the station below a commercial development appears to be a very challenging proposition and gives rise to several issues including station access, emergency services access, pop-up locations/coordination, constructability and programme coordination. These issues require full coordination and ongoing monitoring to ensure a successful outcome for this key station.

CA-RO-MS13-03 O'Connell Street Station Pedestrian Movements

The pedestrian loadings at this busy station need to account for all transfer passengers from bus routes, both luas lines and the overhead development on the site to ensure the station and surrounding public realm is designed to accommodate the projected pedestrian volumes.

CA-RO-MS13-04 O'Connell Street Station Station Entrance

The station entrance is located directly off O'Connell St. where there are a large no. of bus stops - this should be coordinated with the Busconnects proposal so that bus stops can be held away from the immediate vicinity of the station entrance to avoid the potential for a bottleneck forming on the footpath outside the entrance.

CA-RO-MS13-05 O'Connell Street Station O'Connell Street ACA location

This station is located in the O'Connell Street Architectural Conservation Area. Detailed assessments and ongoing monitoring through all stages of the project is required to ensure the historically and culturally significant buildings, monuments etc. in the area are not adversely impacted by the works or the new station.

CA-RO-MS13-06 O'Connell Street Station Station Access

The proposed angled escalators appear to be a successful solution for this station entrance, perhaps a similar strategy could be considered for some of the other station entrances on tight sites e.g. Mater Station.

CA-RO-MS13-07 O'Connell Street Station Public Safety

The traffic management proposal for the site involves taking control of Moore Lane and using the narrow streets in the area for HGV routes in and out of the site. This central site attracts high volumes of pedestrian and cyclist traffic so public safety measures such as specific driver training and use of marshals at site entrances should be implemented.

CA-RO-MS13-08 O'Connell Street Station Conservation Architect

There are several protected structures near the site (on O'Connell Street, Moore Lane and Parnell Street) and HGV access routes need to be considered in respect of minimising any potential impacts to historic fabric.

CA-RO-MS13-09 O'Connell Street Station Coordination and Interdependency with Private Development

It is noted that the construction of this station is tied to the Hammerson development that will form the over site development above the station and both projects may progress at different rates through the planning and approval processes. Coordination of phased construction of both projects will be essential and the extent of the public realm v. private space needs to be clearly defined.

MS14_Tara Street Station

CA-RO-MS14-01 Tara Street Station Station Interchange

This city centre station is at a key location and acting as a major interchange between the MetroLink and the existing Dart and Irish Rail services. The proposal passengers will have to leave the MetroLink station to enter the Dart station or vice versa, this will potentially give rise to overcrowding at station entrances and on public footpaths. The lack of a direct connection between MetroLink and Dart stations is a missed opportunity.

CA-RO-MS14-02 Tara Street Station HVM Bollards

The proposed location for the HVM bollards on Poolbeg St creates a barrier on the public footpath and should be re-examined. The bollards should be relocated to a location further back on the footpath to maintain an uninterrupted footway similar to Townsend St.

CA-RO-MS14-03 Tara Street Station Luke St & Poolbeg St

The drawings indicate that Luke St will be a shared surface with kerbs and a 2-way cycle route. This is also the proposed main pedestrian access route from the proposed Tara MetroLink station to the Tara Dart station and the River Liffey. The detail design of this street is very important and must promote pedestrian priority. The existing footpath is to be retained but is below standard width and the expected volumes of pedestrians will be forced onto the carriageway. The surface material used including the material for the shared carriageway on both Luke St and Poolbeg St needs to be carefully selected to promote pedestrian priority. Vehicular access to Poolbeg St & Luke St must be limited to essential vehicles only. The design of the junction of the station plaza area and the proposed 2 way cycle path on Luke St needs to be considered carefully to encourage cyclists to dismount.

CA-RO-MS14-04 Tara Street Station Public Bench

Access to the proposed public bench on the station plaza area near the corner of Poolbeg St and Luke St is blocked by the proposed cycle stands. The layout of the proposed cycle stands should be re-considered.

CA-RO-MS14-05 Tara Street Station Railway Bridge & Pedestrian Underpass

The existing railway bridge passes over Poolbeg St and the Station Plaza area creating an underpass. The lighting levels under the bridge and the surface finishes on the undercroft of the bridge need to be considered to discourage anti-social behaviour and promote pedestrian safety.

CA-RO-MS14-06 Tara Street Station Pedestrian Access to Tara Dart station, Poolbeg St

A pedestrian access route from the Tara MetroLink station entrance/exit to the Tara St Dart Station entrance, through existing Dart station lands, from Poolbeg St should be explored to improve inter-connectivity in the city.

CA-RO-MS14-07 Tara Street Station Site Development Potential

The proposal drastically reduces the development potential of the site as it indicates that there is no provision for development directly above the station. The footprint of the Proposed Future Development By Others identified is limited to the south west corner of the site. This has substantial commercial implications and equates to the loss of the Markievicz Leisure Centre as well as the sterilisation of a publicly owned city centre site where an opportunity for densification exists.

The station structure, all services and utilities need to be designed and configured in such a way as to ensure optimum oversite development is not precluded.

CA-RO-MS14-08 Tara Street Station Public Realm

The proposal shows a plaza area at the proposed Tara St MetroLink Station with a pedestrian link along Luke St to Tara Street Dart Station. The design of the public realm of these spaces needs to be of a high standard using high quality materials to create a world standard civic space in the city centre.

CA-RO-MS14-09 Tara Street Station Cycling Infrastructure

The location and configuration of the cycle path on Luke St needs to be considered to address the future conflict with pedestrians on the shared surface and within the plaza area.

CA-RO-MS14-10 Tara Street Station Pedestrian Traffic

As there will be substantial increases in pedestrian traffic around the station, a study recommending required improvements of existing footpaths in the area needs to be undertaken to ensure a safe environment for pedestrians.

CA-RO-MS14-11 Tara Street Station Upgrade of Railway Arches

There is an opportunity to upgrade Tara St Rail station and the existing arches with the potential for occupying the arches and activating the public realm. A coordinated proposal should be developed with Irish Rail to maximise the potential of the public space in this location.

CA-RO-MS14-12 Tara Street Station Historic Urban Grain

The historic grain of the streets has been altered by the creation of the plaza area and the Metro Station entrances altering the alignment of the southern end of Luke Street.

CA-RO-MS14-13 Tara Street Station Landscape Layout

This site has the potential for a valuable public space in the city and a detailed public realm study for this station should be undertaken. The current public space design is dictated by the track alignment so is somewhat fragmented and could better respond to pedestrian desire lines.

MS15_St. Stephen's Green Station

CA-RO-MS15-01 St. Stephen's Green Station Site Context and Conservation

As noted in the presentation, St. Stephens Green is a national monument (to the kerb lines) so this as a particularly sensitive site requiring special consideration. Care needs to be taken to ensure the proposal is that which minimises the impact on the National Monument and ongoing monitoring will be required at all stages.

CA-RO-MS15-02 St. Stephen's Green Station Pop-up Configurations

Due to the sensitive nature of the site, the architecture, materials and detailing of the pop-ups needs to be of the highest standards as the design is further development. In addition, if it is possible to reduce the heights of the pop-ups but using hydraulic ram lifts, this should be considered.

All ventilation grilles etc. need to be carefully configured to minimise their visual impact, the open lattice brickwork is a good solution.

CA-RO-MS15-03 St. Stephen's Green Station Tree Removal

A significant no. of large mature trees will need to be removed to facilitate the construction of the station. Under the Landscape Proposal presented, all trees along the eastern side of St. Stephen's Green within approx. 70m of eastern railings the railings are to be removed (in excess of 100 trees), this appears to be excessive.

Every effort to minimise the no. of trees impacted needs to be taken including keeping the site compound to the absolute minimum size required to facilitate construction.

Confirmation is also required to demonstrate that the 2.35m soil depth proposed above the station box is sufficient to allow for mature trees to be planted and grow to the same size as the trees that have been removed.

CA-RO-MS15-04 St. Stephen's Green Station Pedestrian Traffic

As there will be substantial increases in pedestrian traffic around the station and to allow for future development, a study recommending required improvements of existing footpaths, islands etc. in the area needs to be undertaken to ensure a safe environment for pedestrians.

Merrion Row and Hume Street have existing narrow footpaths that may be insufficient to deal with increased volumes of pedestrians.

CA-RO-MS15-05 St. Stephen's Green Station Plaza Arrangement

The proposal to relocate the Wolfe Tone statue and Famine Memorial further inside the green is a welcome proposal as it will help form a place for gathering and a more open entrance to St Stephens Green from the plaza adjacent to the proposed MetroLink entrance.

The configuration of the gate, railings and seating at the entrance to St. Stephens Green need to be carefully considered and in keeping with the historical context.

As the gateway to Dublin's Art and Culture quarter, this would be an appropriate location for integrated artwork.

CA-RO-MS15-06 St. Stephen's Green Station Bollards

The HVM bollards adjacent to the footpath outside St Stephen's Green at the entrance plaza appear to be appropriately aligned however the spacing could perhaps be widened to reduce clutter.

A gate is not shown at the entrance to St Stephen's Green from the plaza and if required, it would potentially clash with the HVM Bollards - further details required.

The proposal shows the omission of the existing bollards along the kerb line at the north east corner of Stephen's Green, this needs to be confirmed to avoid a proliferation of bollards in this sensitive location.

CA-RO-MS15-07 St. Stephen's Green Station Utility Cabinets

All vents, services and utility cabinets in the vicinity of the station need to be fully coordinated and discreetly located in this sensitive location. Cabinets need to be integrated in the design as early as possible so that they can be placed underground wherever possible and any above ground cabinets should be located in a single discreet cabinet in a considered location (possibly on the proposed widened footpath on Hume Street). The proposed additions to the footpaths around the pop-ups are welcome.

Note: This is a very sensitive heritage site so uncoordinated or haphazard clusters of utility cabinets on public footpaths will not be acceptable.

CA-RO-MS15-08 St. Stephen's Green Station Branding

City Architects strongly advise that branding responds to historical context as is the convention in conservation areas.

MS16_Charlemont Station

CA-RO-MS16-01 Charlemont Station Station configuration

As the last station on the proposed MetroLink line and a key interchange with the Luas green line, this will be a very busy station with very high pedestrian footfall. Sufficient footpath widths need to be provided to accommodate the high volume of pedestrians in particular along the route between the Metro Station exit/entrance and the proposed Charlemont Luas station access lift and stairs on Grand Parade.

CA-RO-MS16-02 Charlemont Station Shared Surface

The proposed shared surface linking Dartmouth Road to Grand Parade will become the main pedestrian route from the Metro stations southern exit to the Charlemont LUAS stop. It is currently proposed to allow 2-way vehicular traffic along this route, it is indicated as a through road and no pedestrian only zone is provided. This arrangement is not suitable for what will become a busy pedestrian link. The carriageway should be reduced to a single lane of vehicular traffic to provide a pedestrian footpath zone for the length of shared space, creating a safe pedestrian route from the Metro station exit to the Charlemont LUAS stop and Grand Canal, but still providing access for service vehicles to the station and adjacent building. The material for the carriageway needs to be carefully selected to promote pedestrian priority. The vehicular through route should also be removed and a cul-de-sac created, with the use of planting / bollards.

Access to the shared surface for pedestrians from the Metro station southern entrance should be improved by the removal of the proposed low level planting and cycle parking around the track exhaust tunnels.

CA-RO-MS16-03 Charlemont Station Dartmouth Rd

The existing public realm along Dartmouth Rd from the Ranelagh Rd should be enhanced to attract pedestrians to the southern entrance of the Metro station. Public lighting levels and footpaths should be upgraded along these roads as part of the scheme. The pedestrian crossing at the junction of Dartmouth Rd and Ranelagh Rd should be upgraded as part of the scheme.

Directional signage for the Metro station entrance will need to be provided and its locations should be indicated on the drawings.

CA-RO-MS16-04 Charlemont Station Grand Canal Proposed Pedestrian Crossing & Proposed Signalised Pedestrian Crossing

A raised pedestrian crossing zone and a signalised pedestrian crossing are proposed adjacent to each other on Grand Canal. The proposed crossing arrangement for pedestrians as indicated on the drawing is unclear and confusing. Grand Parade is currently a busy vehicular route and at peak times is full of queuing traffic which would fill the uncontrolled raised pedestrian crossing area. The proposed drop-off area impacts negatively on the waiting area for pedestrians for the controlled crossing point.

CA-RO-MS16-05 Charlemont Station Grand Parade Drop-off Zone

The proposed drop-off zone for vehicles on Grand Parade will interrupt the existing historical bank of the Grand Canal and the setting of the Grand Canal. It could also create parking issues along Grand Parade. The proposed drop off should be removed from the scheme. An alternative drop off zone can be provided on Dartmouth Rd at the southern entrance to the Metro Station.

CA-RO-MS16-06 Charlemont Station Public Realm impacts

The construction phase of this station will be challenging due to the constrained site with the adjacent development over part of the station box. Construction Management and phasing will need to be carefully considered to minimise impacts on the adjacent Luas stop and to ensure the surrounding public realm can function for pedestrians and cyclists and public transport during construction.

CA-RO-MS16-07 Charlemont Station Landscape Layout

A more detailed public realm proposal needs to be developed for this station. A passenger lift is proposed at only one of the two entrances.

The stair and lift connection to the Luas platform is very prominent in streetscape, design needs to be high quality and not simply functional.

Leftover space between upstand elements and western boundary needs to be considered, concealed spaces give rise to anti-social behaviour.

Level of planting needs to be clarified, ground level or raised beds?

End.

**Metrolink-Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]
Case Number: ABP-302010-18**

Comments by Parks, Biodiversity and Landscape Services

16/12/22 (updated with biodiversity comments on 22/12/2022)



Metrolink route map

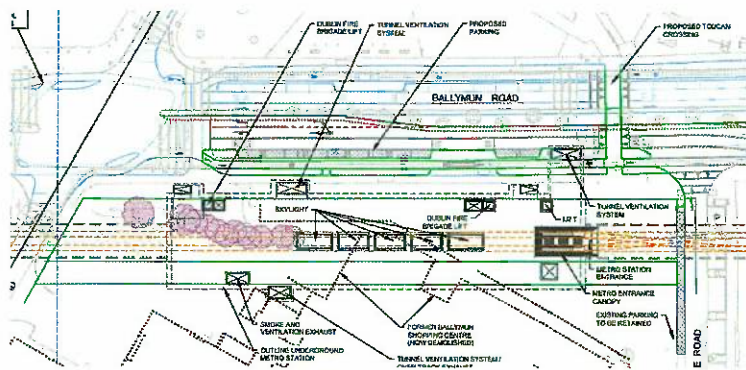
1. Development proposals

The Metrolink project objective is 'To provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre.' The proposals overall include an 18.8km railway with 16 stations connecting from Estuary station north of Swords to Charlemont Station in the city centre.

Within the DCC administrative area the alignment extends underground from Balcouris southwards along the R108 to Glasnevin then curves to the southeast to the Mater Hospital area, O'Connell Street and under the River Liffey to the east side of Trinity College, on to Stephen's Green and ending at Charlemont. The route is predominantly underground in tunnel with access areas, station facilities and stations at ground level at a number of open spaces and urban sites.

2. Landscape Impacts

2.1 Ballymun Station: The proposed station lies within the site area of the demolished Ballymun Shopping Centre. Approximately 14 existing trees are to be removed. Impact is considered low and the station development will positively contribute to the urban regeneration area. The station plan indicate there will be more compensatory tree planting and overall it is expected that the proposals will visually improve this location and create a good urban edge to this side of Ballymun Road.



Proposed station layout

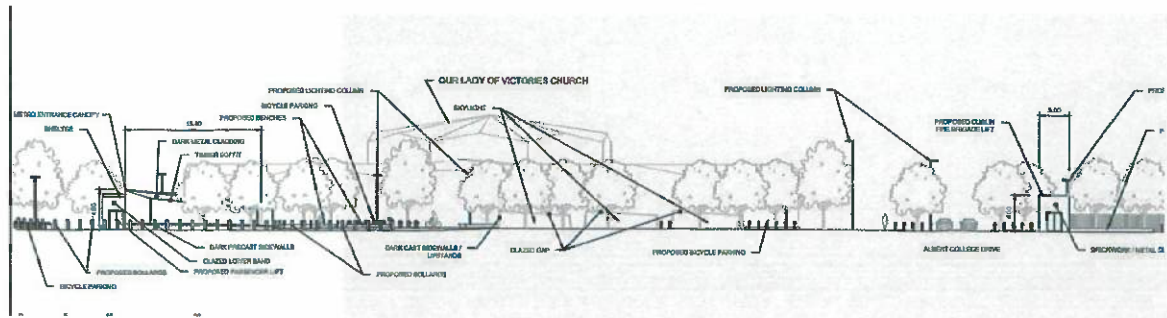


Existing site

2.2 Collins Avenue Station: This is located in the attractive landscaped setting of Our Ladies of Victories Catholic Church on Ballymun Road. This a visually prominent church building and there will be significant visual impact during construction. The construction impact will include loss of mature trees including a section of the mature tree belt to the northern church boundary. Proposed above ground station structures and tree planting will visually intrude into views of the church from the road corridor and change its original open setting. This may need reconsideration in order to retain the open views of the church as the architectural focal point in the locality. Mitigation should consider height reduction of skylights, removal of proposed tree planting to front of church and coordination of materials and colours with the church building.



Existing open views of church building from Ballymun Road

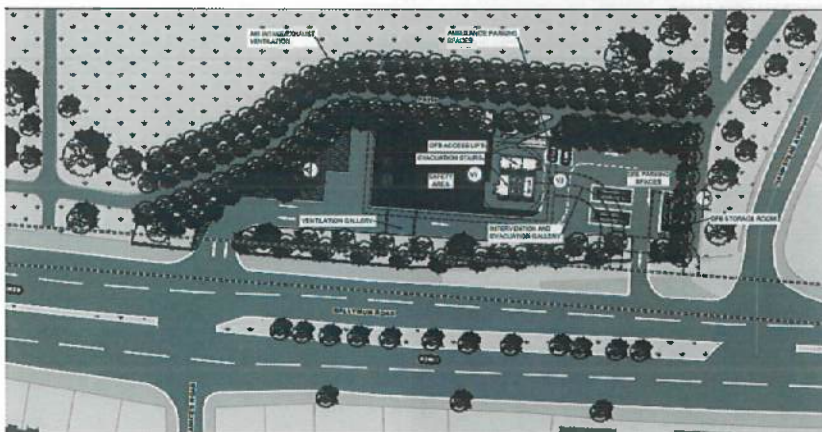


Proposed elevation of station development at ground level

2.3 Albert College Park Intervention Shaft: The proposed facilities will impact on the southwest corner of Albert College Park, as indicated below. The facilities to be constructed include evacuation and ventilation structures with vehicular access and parking. These proposals will impact on the park by removal of a section of the existing mature boundary tree and hedge planting, removal of playing pitch area and perimeter path. The proposals intend to replant compensatory perimeter tree belt and re-route the perimeter park path. The park entrance point is retained and the layout should not impact on the main football pitch. The new facility's boundary on the Ballymun Road should be designed to match the existing park perimeter by use of a hedge boundary with railing to rear if possible.

The following information should be provided to Park Services for approval at detail design stage:

- (a) Site hoarding alignment plan.
- (b) Tree survey, tree impact plan and tree protection plan prepared by an arboriculturist.
- (c) A landscape plan with details indicating the park's landscape reinstatement works, hard and soft works, and boundaries design, prepared by a landscape architect.
- (d) Specification of materials
- (e) Outline project programme, including a 36 month DLP/Maintenance period for all works within the park.

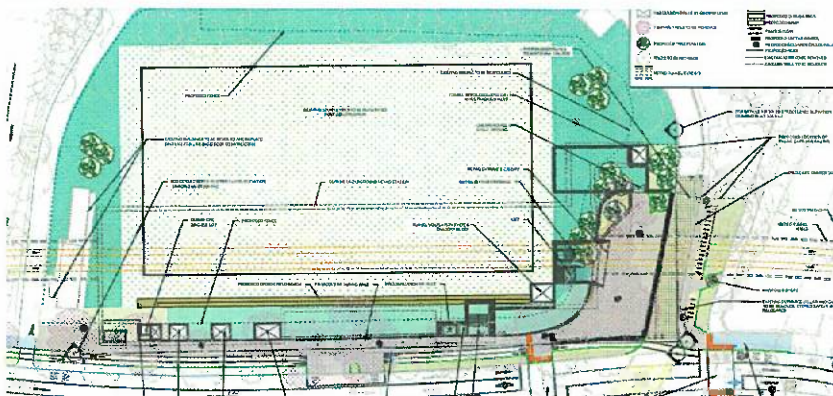


Proposed layout at intervention shaft



Existing park at site of intervention shaft

2.4 Griffith Park Station: The station is proposed underneath an existing football pitch (Home Farm Club). There will be a significant loss of boundary trees along St. Mobhi Road, however replacement tree planting is not indicated and this should be reviewed. Adjacent existing street trees are largely retained. Pitch drainage and irrigation will need consideration as part of the field will be over roof structure with alteration of its normal water table.



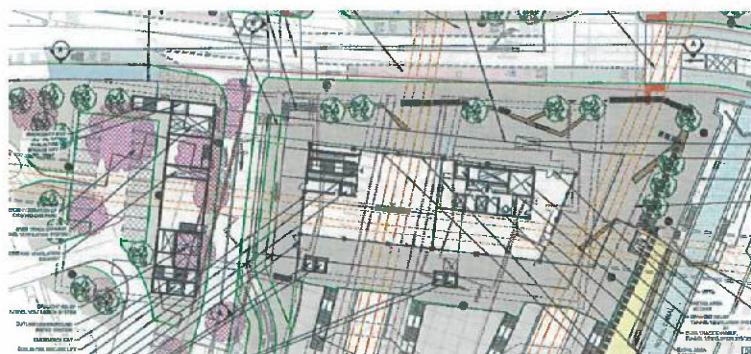
Proposed station layout



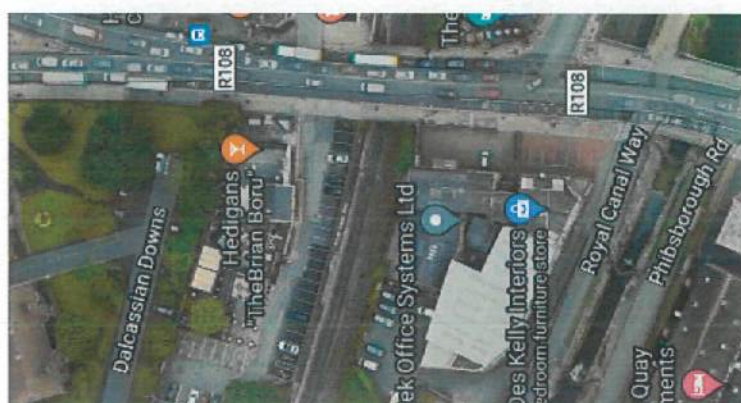
Existing football pitch and road boundary

2.5 Glasnevin Station: The proposed station extends from the northern boundary of Dalcassian Downs apartments south over an existing railway cutting to the banks of the Royal Canal. Approximately twenty trees are proposed to be removed, however these would be compensated by a

similar number of new tree planting. The station roof is proposed to include a green roof and a plaza area will front the station on the Prospect Road side with potentially more planting opportunities. Connectivity to the Royal Canal Way and enhancement of greening along the canal boundary are positive elements of the scheme.

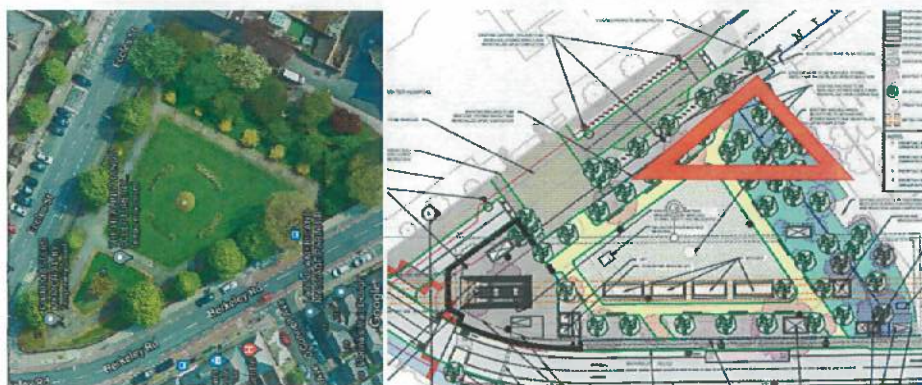


Proposed station layout



Existing location of proposed station

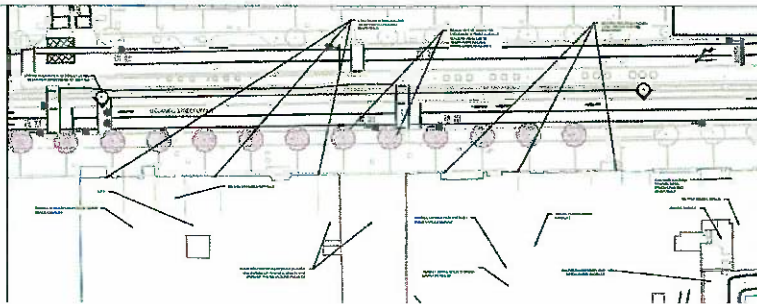
2.6 Mater Station: The station proposals encompass the whole of this small triangular open space that fronts the Mater Hospital and is called the Mater Plot or Four Masters Park. There will be a significant loss of mature and well established trees and consideration should be given to retention within the area highlighted by a red triangle below which may not be affected by the station construction. Following construction the proposals will reinstate the park layout including station access canopies, vents and skylights. Public realm upgrading to Eccles Street fronting the hospitals building's classic portico are also proposed and will help strengthen connection to the park. The station's skylights and vents will visually intrude into the park setting and consideration of vertical greening/ climbing plants to help screen them should be considered. The existing trees should be surveyed before removal so that similar replacement planting may be achieved post construction.



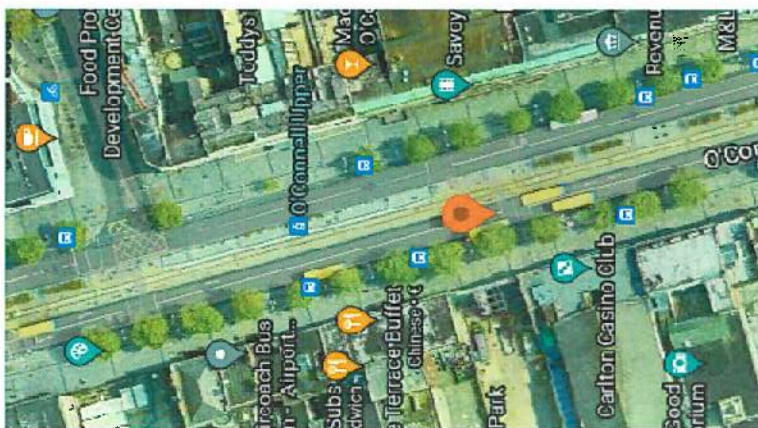
Existing park and proposed station layout and public realm upgrade

2.7 O'Connell Street: The proposed station development is situated under future building footprints to the west of O'Connell Street Upper. The station drawing below indicates the potential removal of 13 Plane trees 'subject to confirmation of temporary façade protection measures'. The retention of these

trees, which are now successfully established following the street's upgrading works is preferable to Parks Services. Further discussions are required should their removal be considered essential as future compensatory planting post development will require careful planning to maximise the success of re-planting and establishing the tree row.

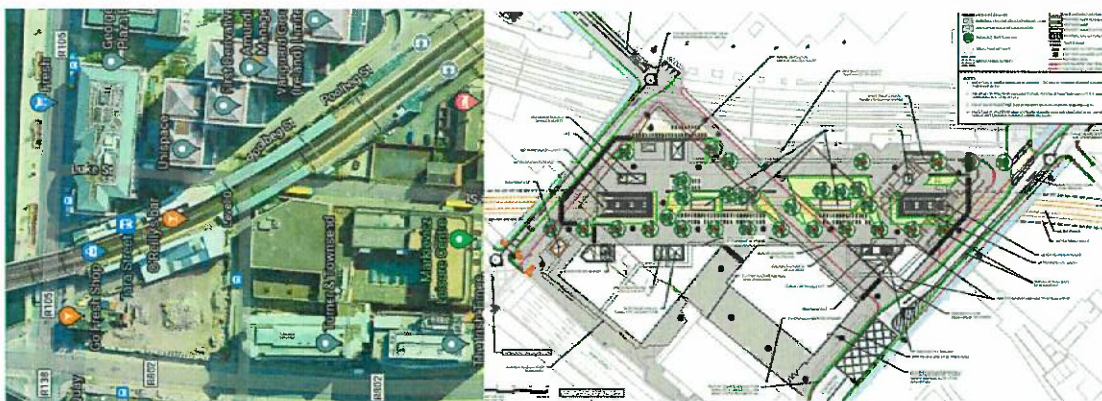


Proposals with street trees potentially removed in purple



Existing location of proposed O'Connell Street station

2.8 Tara Station: the proposed station and plaza lies adjacent to the existing Tara Street railway station. There are no landscape impacts arising from the development and generally a positive upgrade of the local public realm will occur. Further greening opportunities could be considered for the site with additional street tree planting and green roofs to any proposed buildings. A more detailed landscape /public realm plan should be prepared.



Existing location and proposed station layout at Tara Street

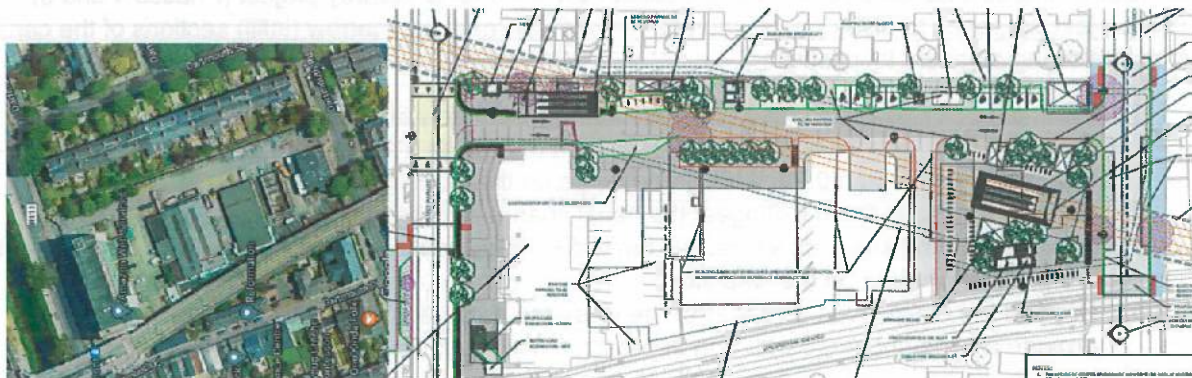
2.9 St Stephen's Green: This park, managed by the OPW, is one of the oldest public parks in the city and has considerable historic and cultural value. It is a flagship park under the City Parks Strategy and its long-term management vision focuses on its protection, conservation and restoration in combination with appropriate access and use. The park is a designated conservation area under the City Development Plan. The proposed station position is under the north-eastern corner of the park,

as indicated below and will cause the removal of established boundary planting which contributes to the sense of enclosure of the park for its users. It also proposes relocation of existing sculptural artworks (Wolfe Tone & Famine Memorial by Edward Delaney) and the inclusion of a station entrance and vent structures within the park.

The location of this station within St Stephen's Green Park is not supported by Park Services due to its inappropriate impact on this historic flagship park. Conservation area policy of the Development Plan (BHA9) states that development within or affecting a Conservation Area must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and its setting, wherever possible. The station and its associated facilities do not comply with this policy and as a transportation project do not actually contribute to the functioning of a historic park. In view of this it is recommended that an alternative location external to the park should be sought for this station.



2.10 Charlemont Station: The final station is located on the south side of the Grand Canal between Grand Parade and Dartmouth Road and immediately adjacent the LUAS station. The site area contains four trees and there are also three street trees on Dartmouth Road which are all proposed to be removed. The street trees are well established mature trees and there will be a significant reduction of greening in the area as result of their removal. Compensatory street tree planting post-construction should be implemented and detailed landscape plans should be presented of the scheme, including these.



Existing location and proposed layout of Charlemont Station

3. Biodiversity

The project covers Fingal County Council and Dublin City Council areas. The comments in this report are for the Dublin City Council administrative area.

3.1 Badger

The EIAR confirms that an active Annex badger sett with seven entrances was found within c. 24m from the proposed MetroLink grid connections north of the R139 at Belcamp. The proposed mitigation in section 15.5.1.6 and 15.5.1.6.1 would be required in full if permission is granted. In addition, the

timeframe for the “pre-construction checks of the activity status of all setts” should be revised from 12 months to 6 months prior to construction to ensure that no further setts have been established. The ecologist for the project should also consult with the National Parks and Wildlife Service (NPWS) prior to construction.

3.2 Otter

The proposed project (EIAR, Chapter 15, Biodiversity, pg. 95) intends to dewater the “Royal Canal basin, located between Lock 6 and Lock 5 (i.e. c. 0.27ha in area and c. 215m in length), for two periods of c. three months (i.e. six months in total) to facilitate the installation and removal of the temporary working platform at this location.” There will also be the construction of a ‘*temporary bridge crossing of the Royal Canal via Shandon Park and Coke Oven Cottages over the canal*’ (Planning Report, pg. 133).

Otter surveys (NIS, pg. 48 and AA Screening report, pg. 42) revealed:

1. ‘Otter spraint, footprints, potential couch and potential slides recorded along the northern bank of the Royal Canal before Broombridge, directly adjacent to and c. 80m to 685m north-west from the proposed Project’; and
2. ‘An otter couch located on the southern bank of the Royal Canal east of Lock 4 c. 120m south-east of the proposed Project at Ch. 14960.’

The NIS (pg. 61) states: *‘potential impacts arising from disturbance or displacement of this species are not likely to be significant’* as the *‘Project area overlaps directly with a short section of the Royal Canal, consisting of a length of c. 500m’*; and *‘If otter were to temporarily abandon this section of canal for the duration of construction (and in particular for the period when the Royal Canal basin undergoes dewatering for the installation and removal of a temporary working platform), the loss of access to foraging resource is not anticipated to have a negative impact on the local population of this species’*.

However, the proposed project has not considered all cumulative impacts to otter species, particularly in reference to the importance of the area for otter. The EIAR (Volume 5 A30.1 Stage 1 & 2 Cumulative Impact Assessment Table) notes there is the potential for cumulative impacts for both Construction and Operational Phases for this proposed project with the Finglas LUAS (Green Line extension Broombridge to Finglas) due to each project’s interfaces and scale but does not include any cumulative impacts associated with the proposed Royal Canal Greenway project (Phases 4 and 3). This project proposes to also drain sections of the Royal Canal and narrow (infill) sections of the canal at the following adjacent locations:

1. West of Lock 6 to Coke Oven Cottages for approximately 600m (between locks 6 and 7), the canal will be narrowed by approximately 1.4m to provide a 1m canal side green verge and a 4.8m wide path and a 0.5m wide green verge on the landside.
2. Outside the Coke Oven Cottages, the canal channel will be narrowed by up to 2.4m to provide a 1.5m canal side verge, a 5.5m wide shared route / service vehicle parking area and a 0.5m green verge on the land side.
3. Beyond the Coke Oven Cottages to the west, the canal will be narrowed by up to 1.2m to provide a constant verge width on approach to the Coke Oven Cottages.

The National Parks and Wildlife Service (NPWS) considers that the Cross Guns and Broombridge area: *‘forms the home range of a bitch otter and cubs, and that one or more holts are located along this canal stretch, either in the southern canal bank or possibly set back from the canal in the railway embankments’* and it is likely that *‘the section of canal between the Cross Guns and Broome Bridges is the headquarters of the distribution of the otter on the Royal Canal within the Dublin City Council area’* and any *‘negative impact on the otter in this area resulting from the proposed project is potentially of County significance’* (as per correspondence in regard to the Royal Canal Greenway project 3513/21).

Therefore, the cumulative impacts that all three of the proposed projects: Metrolink, Luas Extension, and Royal Canal Greenway could have on the otter population should be evaluated.

3.3 Bats

The proposed project will remove hedging and mature boundary trees in several key parks in the city (covered in Section 2, Landscape Impacts in this report) that provide both roosting opportunities and commuting and foraging corridors for bat species. The proposed project should consider additional mitigation through a programme of replacing hedges and trees in suitable locations years in advance of construction. This will allow for hedgerows and trees to mature and reduce impacts when construction takes place.

The EIAR (Biodiversity, Section 15.5.1.5.3, pg. 195) outlines that a '*Lighting Management Plan will be prepared by the contractor for each relevant location, and this will include details on how the lighting will be managed to avoid light spill and potential impacts.*' We welcome that a suitably qualified bat ecologist will review and input into this Lighting Plan. The updated '*Bats and Lighting in the UK – Bats and the Built Environment Series*' (Bat Conservation Trust, 2018) should also be referred to (EIAR notes the 2008 version).

The following information should also be provided to DCC Parks, Biodiversity and Landscape Services for approval at detail design stage:

1. Lighting Management Plan (that's been reviewed by bat ecologist)
2. Detailed bat survey data within DCC lands, including table of number of bats recorded per species per survey date.

3.4 *Groenlandia densa*

The Aquatic and Fisheries Assessment Report (A 15.7) notes that the '*rare pondweed species opposite-leaved pondweed (*Groenlandia densa*) was recorded in below the 5th Lock (i.e. east of Cross Gun's Bridge and <50m from the study area)*' and that '*the species occurs quite frequently from below the 5th Lock in the Royal Canal as far as Croke Park (above the 1st Lock canal confluence with the River Liffey).*' The species is legally protected and is listed on Schedule A of the Flora Protection Order (S.I. No. 356/2015) and the proposed mitigation measures would be required in full if permission is granted to preserve the species within this stretch of the Royal Canal.

3.5 *Myxas glutinosa*

The EIAR (Biodiversity, Section 5.3.8.2. pg. 63) states: '*The rare freshwater mollusc species glutinous snail *Myxas glutinosa* was recorded in the Grand Canal*', which the '*local population of Glutinous snail is valued as being of National Importance due to its very restricted distribution in Ireland where it is found mainly in the Royal Canal, Grand Canal, Lough Ree and Lough Corrib (NBDC, 2021) and its endangered conservation status in Ireland.*'



Figure 1.1 Location of the study area on the Royal Canal at Shandon Gardens, Phibsborough, Dublin

Figure 1.1 (above) from the Royal Canal, Phibsborough Aquatic Biodiversity Assessment & Management Plan (Triturus 2022).

Surveys within the Royal Canal for the proposed project in summer 2021 found ‘no species with a Red List conservation status greater than “Least Concern”.’ However, surveys conducted in the summer of 2022 recorded ‘Two specimens of the IUCN endangered snail *Myxas glutinosa* (Byrne et al., 2009) from the Royal Canal at Phibsborough’, immediately adjacent to the Royal Canal Basin between Lock 6 up to c.300m west of Lock 6¹. See Figure 1.1 above.

As noted in the EIAR ‘*Myxas glutinosa* is as “endangered”²⁹ on the Ireland Red List No. 2 Non-Marine Molluscs (Byrne et al., 2009) and, according to the IUCN Red List, accessed 05 May 2022, the species is in the “data deficient” category.’ The Irish population is considered globally important (up to 50% of the global population potentially (E. Moorkens & I. Killeen, pers. comm.)). Therefore, the proposed project should evaluate potential impacts to this species and propose appropriate mitigation.

3.6 Invasive Species – Japanese Knotweed

Measures to prevent the further spread of Japanese Knotweed and Control and Eradicate Japanese Knotweed are detailed in the Invasive Species Report - A 15.1. In addition to the measures proposed, the applicant should for a period of five years post construction (1) complete Japanese knotweed surveys using a suitably qualified ecologist and (2) conduct any required eradication programme. This is to ensure no Japanese Knotweed is remaining and to comply with (Regulations 49 and 50, European Communities (Birds and Natural Habitats) Regulations 2011.

¹ Triturus (2022). Royal Canal, Phibsborough Aquatic Biodiversity Assessment & Management Plan 2022.

Culture, Recreation and Economic Services

DCC have engaged with TII in relation to the development of a sports and recreational facility to replace Markievicz Sports & Fitness Centre should this be acquired, as envisaged, as part of the MetroLink project. To this end DCC have commissioned a feasibility study to look at alternative locations in the area and the type of services this would provide. Initial findings have identified a possible location and an outline scheme to ensure existing services to the community in this part of the city are maintained and enhanced. The next stage is for DCC to consult with stakeholders, including elected representatives, community representatives, facility users etc. early in 2023 in relation to the feasibility study completed. If agreement in principle is forthcoming, DCC will appoint a design team to develop detailed proposals and prepare and submit a planning application for the new facility. Throughout this process DCC will continue discussions on a range of key issues with TII in relation to the successful procurement of a new Leisure Centre, including around compensation and reinstatement costs, programming impacts and timing issues and stakeholder engagement.

From: Dennis Keeley <dennis.keeley@dublincity.ie>

Sent: Thursday 12 January 2023 17:24

To: John O'Hara <john.ohara@dublincity.ie>

Cc: Mary O'Brien <mary.obrien@dublincity.ie>; Conor Sauls <conor.saults@dublincity.ie>; Bryan Ward <bryan.ward@dublincity.ie>

Subject: Metro submission.

John,

DFB fully support the development of a Metro System for Dublin and have been liaising with TII in this regard.

As part of the liaison process, DFB have been presented with the fire safety strategy for the design of the tunnel and prototype station.

Further analysis is being undertaken by TII to support key queries raised about the fire safety strategy. We continue to be available to work with TII in anticipation of the advancement of the design.

Regards

Dennis

Dennis Keeley | Chief Fire Officer |



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



Ceanncheathrú na Briogáide Dóiteáin, | 165-169 Sráid na Lobhar, | B. Á.C. 2 | D02 RY99

 Office +353 1 2224100 |  +353 1 2224085 |  dennis.keelev@dublincity.ie |  www.dublincity.ie



Smoke alarms - Test Weekly - Obvious dangers - Plan escape route = STOP !



From: Kevin Mahon <kevin.mahon@dublincity.ie>
Sent: 10 November 2022 16:30
To: Bryan Ward <bryan.ward@dublincity.ie>
Cc: John O'Hara <john.ohara@dublincity.ie>
Subject: FW: Proposed Metrolink for Swords-Airport-City Centre Corridor

Hi Bryan,

I received the email below requesting comments on the Metrolink works with regard to DCC Telecoms requirements. Given the difficulty of laying duct along or close to the rail line it would be important to get any duct put in during construction as the addition of duct at a later date along the route would be very difficult. DCC Telecoms would request that the following be included in the project:

2 x110MM ducts installed in a duct bank along the complete length of the route with associated access chambers at regular intervals of not more than 200m.

Kind Regards,

Kevin

Kevin Mahon | innealtóir feidhmiúcháin | Aonad Teileachumarsáide
Cé Theach an Chustaim | Dugthailte | Baile Átha Cliath | D01 KF84

Kevin Mahon | Executive Engineer | Telecoms Unit
Custom House Quay | Docklands | Dublin 1 | D01 KF84

T. (01) 222 6079 | M. +353 (0) 87 332 0613 | E. kevin.mahon@dublincity.ie



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

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

