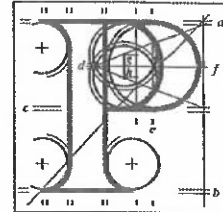


**Our Case Number:** ABP-316119-23

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Dublin City Council  
Block 4 Floor 3  
Civic Offices  
Wood quay  
Dublin 8

**Date:** 26 May 2023

**Re:** DART+ South West Electrified Heavy Railway Order - Hazelhatch & Celbridge Station to Heuston Station, and Hesuton Station to Glasnevin  
County Dublin and County Kildare

Dear Sir / Madam,

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

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

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](http://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,



Eimear Reilly  
Executive Officer  
Direct Line: 01-8737184

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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

## Eimear Reilly

---

**From:** Sharon Beatty <sharon.beatty@dublincity.ie>  
**Sent:** Tuesday 16 May 2023 16:49  
**To:** Eimear Reilly; SIDS  
**Subject:** Dublin City Council Submission re DART + SOUTHWEST ELECTRIFIED  
**Attachments:** DCC DART+SW Rail Order Submission FINAL 16 May 2023 final.pdf

Good Evening

Please see attached submission from Dublin City Council re the above. Please confirm receipt of same.

Kind regards

Sharon Beatty

**Sharon Beatty**

Oifigeach Foirne | An Roinn Pleanála & Forbartha Maoine, Rannaíocht Airgeadais.  
Comhairle Cathrach Bhaile Átha Cliath | Bloc 4 | Urlár 3 | Oifigí na Cathrach | An Ché Adhmaid | Baile Átha  
Cliath 8.

Staff Officer | Planning & Property Development Department, Forward Planning Administration  
Dublin City Council | Block 4 | Floor 3 East | Civic Offices | Wood Quay | Dublin 8

☎ + 353 1 222 3462 ☎ 087 263 4237 ✉ e-mail [sharon.beatty@dublincity.ie](mailto:sharon.beatty@dublincity.ie)

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

**DUBLIN CITY COUNCIL SUBMISSION**

**TO**

**AN BORD PLEANÁLA**

**DESCRIPTION: DART + SOUTHWEST ELECTRIFIED  
HEAVY RAILWAY ORDER  
(HAZELHATCH & CELBRIDGE STATION  
TO HEUSTON STATION, AND HEUSTON  
STATION TO GLASNEVIN).**

**Applicant: CORAS IOMPAIR ÉIREANN**

**ABP CASE REF: NA06S.316119**

**16 MAY 2022**



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

## Contents

DESCRIPTION: .....	i
Applicant: .....	i
ABP CASE REF: .....	i
1 INTRODUCTION .....	1
2 SCOPE OF REPORT .....	1
3 DESCRIPTION OF THE PROPOSED DEVELOPMENT .....	1
4 RELEVANT PLANNING HISTORY .....	2
5 DEPARTMENTAL REPORTS .....	2
6 ASSESSMENT .....	2
6.1 PLANNING POLICY .....	2
6.1.1 NTA STRATEGY FOR THE GDA .....	2
6.1.2 EASTERN & MIDLAND REGIONAL SPATIAL & ECONOMIC STRATEGY .....	2
6.1.3 DUBLIN CITY DEVELOPMENT PLAN 2022-2028 .....	3
6.1.4 CITY EDGE .....	5
6.2 ENVIRONMENTAL IMPACT ASSESSMENT REPORT .....	5
6.3 NATURA IMPACT ASSESSMENT .....	5
6.4 ZONING .....	6
6.5 AMENITY IMPACTS .....	6
6.6 STRATEGIC PLANNING .....	6
6.7 INTERACTION WITH OTHER INFRASTRUCTURE PROJECTS .....	7
6.8 ENVIRONMENT AND TRANSPORTATION DEPARTMENT .....	7
6.8.1 General .....	7
6.8.2 Stations .....	7
6.8.3 Development over Stations .....	8
6.8.4 Interaction with Other Infrastructure Projects .....	8

6.8.5	Interaction with Private Developments .....	8
6.8.6	Pedestrian and Cyclist Infrastructure .....	8
6.8.7	Substations & Temporary Compounds.....	9
6.8.8	Construction and Traffic Management .....	9
6.8.9	Public Lighting .....	9
6.8.10	Drainage Planning, Policy and Development Control .....	10
6.8.11	Irish Rail/DCC Project Liaison Office.....	11
6.9	CONSERVATION AND HERITAGE DIVISION .....	11
6.9.1	General.....	11
6.9.2	Mitigation measures.....	11
6.9.3	Proposed works .....	12
6.10	HOUSING DEPARTMENT.....	14
6.10.1	General.....	14
6.10.2	Proposed temporary compound at Site 4 .....	15
6.10.3	Proposed temporary landscaping treatment to Site 4 temporary compound ..	16
6.10.3	Proposed temporary access road and electricity supply route through Site 4.	16
6.10.4	Proposed substation and permanent compound on Site 4 .....	18
6.10.5	Temporary Construction Compound at Site 5 .....	19
6.10.6	Park West Railway Station.....	20
6.11	ARCHAEOLOGY DIVISION.....	20
6.11.1	General.....	20
6.11.2	Policy.....	20
6.11.3	Archaeological Issues .....	21
6.11.4	Submitted Documents.....	21
6.11.5	Mitigation Measures.....	21
6.11.6	Recommendations.....	22

6.12	CITY ARCHITECTS DEPARTMENT.....	22
6.12.1	General.....	22
6.12.2	Bridges .....	23
6.12.3	Heuston West Station Design .....	23
6.13	AIR QUALITY MONITORING AND NOISE CONTROL UNIT.....	24
7	CONCLUSION.....	24
	APPENDIX A: RECOMMENDED CONDITIONS .....	26
	APPENDIX B: LIST OF SIGNIFICANT PLANNING APPLICATIONS.....	33

# **1 INTRODUCTION**

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

This report is a submission by Dublin City Council (DCC) in response to the above RO which was received for comment.

DCC is very supportive of the Project and recognises the significant improvements it will bring to public transport serving the southwest part of the City. It is considered that the Project will deliver a much-needed high-quality, high-frequency public transport option and it will also present opportunities for the development and regeneration of the areas along the route, improving connections between communities.

From a strategic point of view, the Project will contribute to meeting the objectives of the National Planning Framework (NPF) and Climate Action Plan (CAP) through the provision of high-quality integrated public transport services which will support growing communities, businesses, and future development and by reducing carbon emissions through the deployment of new electric trains. In Dublin City, the implementation of the Project will support in particular the development of the Parkwest/Cherry Orchard and Naas Road areas for which there are approved Local Area Plans and where there is considerable potential for development.

## **2 SCOPE OF REPORT**

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

## **3 DESCRIPTION OF THE PROPOSED DEVELOPMENT**

The Project aims to improve train services by increasing the size of the train fleet and operating capacity on the route from Hazelhatch & Celbridge Station to Heuston Station, as well as the route through the Phoenix Park Tunnel Branch Line which will connect (via the DART + West Project) to the Dublin Docklands area. This will be achieved by implementing an electrified railway network to accommodate higher capacity DART trains, increasing the frequency of trains, four tracking between Park West & Cherry Orchard station and Heuston station, and providing a new station at Heuston West. The Project components are as follows:

- Diversions for utilities and construction of overhead line equipment (OHLE).
- Signalling upgrades and additional signalling and telecommunications infrastructure.
- Works to the Permanent Way (or track or railway corridor) including all ancillary installations such as rails, sleepers, ballast interfaces with existing utilities, boundary treatments, drainage works, vegetation management and other ancillary works.
- Construction of a new portal structure at the South Circular Road Junction.

- Works to Phoenix Park Tunnel including horizontal and vertical realignment to ensure that electrical and passing clearances are achieved.
- Construction of construction compounds and also six electrical substations
- Improvements/reconstructions of bridges to achieve vertical and horizontal clearances.
- Construction of new retaining walls to enable the widening of the rail corridor and replacement bridges
- Overhead electrified line protection works at bridges and existing stations including raising parapets.
- Construction and delivery of a new 'Heuston West' Station.

Works outside of CIÉ lands will be required at several locations for some of the scheme elements such as:

- Widening of the railway corridor for four-tracking.
- Bridge reconstruction and/or improvements.
- Construction of substations.
- Use of land for temporary construction/storage compounds.

## **4 RELEVANT PLANNING HISTORY**

At the pre-application stage, CIÉ was assisted in sourcing relevant planning applications made close to the area of works. These planning applications are listed in the Natura Impact Statement (NIS). Appendix B contains a (non-exhaustive) list of significant planning applications along and adjacent to the route.

## **5 DEPARTMENTAL REPORTS**

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

- Environment and Transportation Department.
- Conservation & Heritage Division.
- Housing Department.
- Archaeology Division.
- City Architects.
- Air Quality Monitoring & Noise Control Unit.

## **6 ASSESSMENT**

### **6.1 PLANNING POLICY**

#### **6.1.1 NTA STRATEGY FOR THE GDA**

DCC acknowledges the role of the DART + projects in helping deliver on objectives contained in the "Transport Strategy for the GDA 2016-2035" and the more recent "Transport Strategy for the GDA 2022-2042". The DART + programme has clear potential to greatly improve transport options for commuters as part of the evolving integrated network.

#### **6.1.2 EASTERN & MIDLAND REGIONAL SPATIAL & ECONOMIC STRATEGY**

The principal aim of the Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly 2019-2031(RSES) is to support the implementation of Project Ireland 2040 by providing a long-term strategic planning and economic framework for the



development of the Eastern and Midlands Region. The RSES includes a detailed Dublin Metropolitan Area Strategic Plan (MASP) which identifies strategic development and employment areas for population and employment growth, in addition to more generalised consolidation and re-intensification of infill, brownfield and underutilised lands within Dublin City and its suburbs.

The Dublin MASP sets out a list of key transport infrastructure investments in the Metropolitan Area as supported by national policy (RPO 8.7, RPO 8.8) to promote mobility management, sustainable transport use and the delivery of rail projects including the DART Expansion Programme – new infrastructure and electrification of existing lines, including the provision of electrified services to Celbridge-Hazelhatch or further south on the Kildare Line, and new stations to provide interchange with bus, LUAS and Metro network including Heuston West. Overall, the RSES supports the delivery of key sustainable transport projects including the DART Expansion programme as set out in RPO 5.2.

### **6.1.3 DUBLIN CITY DEVELOPMENT PLAN 2022-2028**

The Dublin City Development Plan 2022 – 2028 (the Development Plan) contains the following policies that have relevance for the delivery of transport infrastructure in the City.

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

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

***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.

***CEE12 Transition to a Low Carbon, Climate Resilient City Economy:*** To support the transition to a low carbon, climate resilient city economy, as part of, and in tandem with, increased climate action mitigation and adaptation measures.

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

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

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

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

**SMT12 Pedestrians and Public Realm:** 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.

**SMT14 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.

**SMT19 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.

**SMT22 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 Charlemont to Swords
- Bus Connects Core Bus Corridor projects
- Delivery of Luas to Finglas
- Progress and delivery of Luas to Poolbeg and Lucan

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

#### **SDRA 4 Park West/ Cherry Orchard**

This SDRA includes a Local Area Plan (LAP) for the area which came into effect in November 2019 and its content should be considered in relation to proposals in the area. A key focus of the LAP is the integration of new development sites with the existing in order to create a sustainable and integrated neighbourhood. Eight key sites are identified, with higher residential densities focused on the railway station and also the creation of a new commercial destination in the vicinity of the train station. Chapter 5 site briefs apply, including sites 4, 5 and 6 close to the rail line. See also comments from the Housing Department hereunder.

### **SDRA 7 Heuston and Environs**

Also relevant is SDRA 7 Heuston and Environs which relates to lands adjoining Heuston Station on all sides and provides the guiding principles for the creation of a new mixed-use district focused on sustainable modes of transport through the regeneration of the Heuston lands. Guiding principles for key opportunity sites including Heuston Station, require the development of a masterplan for the area indicating links to any potential future transport hubs and to the areas beyond. Of note are the particular access/permeability requirements in the relevant graphic. A non-statutory masterplan has been prepared by CIE and O'Mahony Pike. Material in the RO states that CIE will ensure integration of the new station with the masterplan as it is developed in more detail.

#### **6.1.4 CITY EDGE**

DCC together with South Dublin County Council (SDCC) is working on the "*The City Edge*" project. A non-statutory Strategic Framework has been prepared for the Naas Road, Ballymount and Park West areas comprising c. 700 ha. It is envisaged the scheme will create a new urban space with the potential for 40,000 new homes and 75,000 new jobs. The area runs parallel to the railway track between Park West & Cherry Orchard and Inchicore and includes lands at Inchicore Works, Kylemore Road Bridge and Le Fanu Bridge within the project area. The purpose of the Strategic Framework is to set out a high-level approach for the regeneration of a new liveable, sustainable and climate-resilient urban quarter. Amongst the objectives proposed is a new rail station and transport interchange on the rail line at Kylemore, and there is also an emphasis on "*Transport Oriented Development*" (TOD). This objective and its implications should be considered. DCC/SDCC has commenced work to place the Strategic Framework on a statutory footing.

### **6.2 ENVIRONMENTAL IMPACT ASSESSMENT REPORT**

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

### **6.3 NATURA IMPACT ASSESSMENT**

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

The Natura Impact Statement (NIS) identifies SPA and SAC-designated areas in the vicinity of the proposed development, stating that the following twelve European sites of particular relevance:

- Baldoyle Bay SAC.
- Irelands Eye SAC.
- South Dublin Bay SAC.
- Howth Head SAC
- Rockabill to Dalkey Island SAC.
- North Dublin Bay SAC.
- South Dublin Bay and River Tolka SPA.
- North Bull Island SPA.
- Baldoyle Bay SPA.
- Irelands Eye SPA.

- Howth Head Coast SPA.
- Dalkey Islands SPA.

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

#### **6.4. ZONING**

The application boundary that incorporates the proposed scheme includes lands within the following zoning objectives; Z1 Sustainable Residential Neighbourhoods, Z2 Residential Neighbourhoods (Conservation Areas), Z3 Neighbourhood Centres, Z5 City Centre, Z6 Employment/Enterprise, Z9 Amenity /Open Space Lands /Green Network, Z10 Inner Suburban and Inner City Sustainable Mixed Uses, Z11 Waterways Protection, Z14 Strategic Development and Regeneration Areas (SDRA's) and Z15 Community and Social Infrastructure and the specific objective LAP (Local Area Plan). The Project for the most part will comprise lands within the existing public road and pedestrian area where there is no specific zoning objective.

Appendix 15 of the Development Plan defines a "Public Service Installation" as follows:

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

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

#### **6.5 AMENITY IMPACTS**

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

#### **6.6 STRATEGIC PLANNING**

DCC is obligated to consider the Project in the context of the vision and range of policies set out in the Development Plan to safeguard the city as a place in which to live, work, visit and do business. DCC is supportive of the improvements to rail infrastructure proposed in the overall context of encouraging a shift to sustainable mobility. In this regard, the proposed scheme aligns with the policies expressed in the Development Plan. Such improvements in rail infrastructure are supported by the high-level policies in place.

DCC welcomes the inclusion of a new station at Heuston West. The general arrangement and layout at Kylemore should be future-proofed to accommodate a new station having regard to the potential future population within this area associated with the "City Edge" regeneration project. DCC is committed to working closely with Iarnród Éireann to ensure an integrated approach to the delivery of the City Edge project in line with infrastructure improvements.

## **6.7 INTERACTION WITH OTHER INFRASTRUCTURE PROJECTS**

The Project has been submitted at a time when other strategic transport infrastructure projects are also at an advanced stage and which will also go through a strategic planning process, including other elements of the DART Expansion Programme. There are locations where projects overlap and will be required to take cognisance of one another e.g. Metrolink and Bus Connects. Coordination of timelines and phasing at the implementation stage will be important.

## **6.8 ENVIRONMENT AND TRANSPORTATION DEPARTMENT**

### **6.8.1 GENERAL**

The Environment & Transportation (E & T) Department<sup>1</sup> has proactively engaged with Irish Rail at the pre-planning stage. Notwithstanding, E & T submits the following comments on the RO application and welcomes further opportunities to engage with Irish Rail at the detailed design and construction stage. A set of standard conditions generally applicable to all DART + projects is included in this report in Appendix A.

### **6.8.2 STATIONS**

#### ***Heuston West***

The proposed station is located immediately adjacent to the Clancy Quay development and it is noted that access to the station will be provided via Clancy Quay. It should be noted however that the Clancy Quay development is in private ownership and is not in charge of DCC. On this basis, direct engagement with the landowner will be necessary. Notwithstanding, DCC highlights the need for a clear and legible pedestrian and cyclist route from South Circular Road to the new station. This should be secure and well-lit. While ramp and stair access is provided to the station, it would appear that lifts may not be provided as part of the station development. This is considered desirable from an accessibility point of view.

The interchange between DART, mainline rail, Luas and bus at the new Heuston West station is welcomed. However, careful consideration is required regarding the quality and functionality of the connection between the station and the main Heuston Station. This should be an attractive secure route for pedestrians.

#### ***Other Stations***

It is noted that the design of the DART + South West Project makes passive provision for potential future stations at Kylemore and Cabra and that Iarnród Éireann has committed to developing these stations in the future to provide improved public transport. This is welcomed particularly in the context of substantial current development proposals at Naas Road/Kylemore and in the context of the City Edge project.

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<sup>1</sup> Environment and Transportation Department includes Traffic Division, Public Lighting Division, Environmental Protection Division and Roads and Planning Division.

### **6.8.3 DEVELOPMENT OVER STATIONS**

There is a very strong policy impetus for optimising the potential for the integration of land use and transportation at some of the station sites and bringing about TOD. While not applying for this development as part of the RO application, Iarnród Éireann should collaborate closely with relevant stakeholders to ensure that the design of stations and the surrounding public realm has taken cognisance of the potential future development above. Stations should be future-proofed structurally so that the delivery of the stations will not preclude future high-quality development on the sites or nearby. In this regard, DCC welcomes the provision of a new station at Heuston West and the potential this provides for TOD and the further intensification of the area. It is considered an ideal location for high-density mixed-use development delivered in association with the station.

### **6.8.4 INTERACTION WITH OTHER INFRASTRUCTURE PROJECTS**

The Project is being brought forward at a time when other strategic transport infrastructure projects are at the design or application stage. There are locations where projects overlap and will be required to take cognisance of one another (e.g. DART + West, Bus Connects, Luas to Finglas etc.). Serious consideration must be given to how timelines and phasing at the implementation stage will be planned and managed where projects interact.

At interchange hubs, direct connectivity should be provided where possible between different modes, particularly between DART, mainline stations and Luas. Routes between modes should be high quality, secure and legible. This is particularly important in the context of the new Heuston West station and its connectivity with the Heuston mainline station.

It is important that new/upgraded bridges and infrastructure are not seen in isolation for this project alone, but are futureproofed through design to take into account other strategic public transport improvements planned such as Luas extensions, Bus Connects and Metrolink.

### **6.8.5 INTERACTION WITH PRIVATE DEVELOPMENTS**

Where there is a direct interaction between the Project and development lands/sites, direct connectivity where possible should be provided between stations and high-density developments. In addition, there is a need to identify and liaise with development sites subject to planning applications or extant planning permissions that may be located adjacent to or within the red line of the proposed works. In this regard, particular attention is drawn to relevant sites within the Park West/Cherry Orchard LAP lands where temporary compounds and access roads to the same are shown within development sites with extant permissions or planned developments.

The cumulative impacts, particularly relating to construction traffic, will need to be assessed in the context of wider construction activity in the vicinity, and appropriate Construction Management Plans put in place.

### **6.8.6 PEDESTRIAN AND CYCLIST INFRASTRUCTURE**

High-quality connections and environments for pedestrians and cyclists to and around stations are an important consideration. Public realm improvements, including greening and public lighting, should be considered in line with street/bridge works where possible. It is noted throughout the Project that footpath widths below the minimum of 2m are proposed. It appears possible to widen these footpaths to meet the 2m minimum width by narrowing generous adjacent carriageway widths.

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

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

The provision of cycle parking should be included as part of the Project. At interchange hubs, consideration should be given to an aligned strategy for cycle parking provision.

#### **6.8.7 SUBSTATIONS & TEMPORARY COMPOUNDS**

Access arrangements and final layouts for all proposed substations and temporary compounds should be agreed upon with DCC.

#### **6.8.8 CONSTRUCTION AND TRAFFIC MANAGEMENT**

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

#### **6.8.9 PUBLIC LIGHTING**

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

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

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

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

#### **6.8.10 DRAINAGE PLANNING, POLICY AND DEVELOPMENT CONTROL**

Surface water management should be given appropriate consideration at the early design stage. All surface water designs should be submitted for written approval well in advance of the commencement of construction work. All drainage works should comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from [www.dublincity.ie](http://www.dublincity.ie) Forms and Downloads).

Surface water shall be managed so that discharge to public sewers is avoided whenever possible in line with DCC's Sustainable Drainage Design & Evaluation Guide 2021. In order to achieve this the following hierarchy shall be adopted:

- 1) Reuse of water on site.
- 2) Infiltrate into the ground.
- 3) Discharge to a natural watercourse.
- 4) Discharge to a surface water network.
- 5) Discharge to combined network.

Any discharge of surface water to public sewers shall be limited to 2l/s/ha unless higher rates are permitted under DCC's Sustainable Drainage Design & Evaluation Guide 2021. DCC requires Sustainable Drainage Systems (SuDS) to be implemented in the management of surface water. The design of SuDS should aim to deliver the full range of benefits including, volume control, improved water quality, enhanced biodiversity and amenity. The management of surface water should start as close as possible to the source of the run-off and should include a series of SuDS components linked together into a management train. In considering SuDS components, preference shall be given to soft engineering solutions which mimic the natural water cycle. Discharge managed via a pipe and an attenuation tank system shall be the last option considered.

Given the nature of the proposed development which includes large sections of tracks located in deep cutting below surrounding ground level, the risk of flooding during both the construction and operational phase will need to be carefully considered. The risk of flooding from all sources should be assessed in accordance with the OPW Planning System and Flood Risk Management Guidelines, and the Dublin City Development Plan - Strategic Flood Risk Assessment (SFRA). The proposed scheme should not increase, and if reasonably possible, reduce the risk of flooding to any other development, and the flood risks to the project itself should be addressed through appropriate design. Where residual risks exist, measures for their management or mitigation shall be implemented.

Any works that may impact the existing DCC drainage infrastructure shall be agreed with DCC Drainage Planning, Policy & Development Control, who must be consulted prior to such works commencing.

A clear minimum distance of three metres (or greater for deep sewers) shall be maintained between public sewers and all structures on site. No additional loading shall be placed on a sewer and any damage to a sewer shall be rectified at NTA's expense. A proposed surface water layout shall be submitted to the Drainage Division indicating proposed clearance/diversion, following site investigations, for written agreement with DCC Drainage Division prior to the commencement of the Project. Any sewers which are impacted by the Project (i.e. sewers whose later maintenance would require consultation with Irish Rail) are to



be CCTV surveyed before construction commences, and upgraded if this is deemed necessary by Drainage Planning, Policy & Development Control. Future maintenance responsibility for all new and altered surface water drainage elements of the Project and all existing drainage in proximity to the tracks is to be agreed upon.

#### **6.8.11 IRISH RAIL/DCC PROJECT LIAISON OFFICE**

DCC acknowledges the complexities involved in the implementation of the Project. The Project's success will require close ongoing collaboration between Iarnród Éireann and DCC. It is recommended that an Irish Rail/DCC Project Liaison Office with multi-disciplinary input be established. Continual ongoing engagement will be required regarding construction traffic management, licenses, agreements and other matters etc.

### **6.9 CONSERVATION AND HERITAGE DIVISION**

#### **6.9.1 GENERAL**

The Conservation and Heritage Division has proactively engaged with Irish Rail at the pre-planning stage. Notwithstanding, the following comments are submitted on the RO application and further opportunities to engage with Irish Rail at the detailed design and construction stage are welcome. A set of standard conditions generally applicable to all DART + projects is included in Appendix A.

#### **6.9.2 MITIGATION MEASURES**

##### ***Construction Phase***

Considering the geographical extent of the proposed works and the nature of the work that is proposed the predicted impact on architectural heritage is relatively small. In many cases, there is little or no scope for mitigation. The principal impacts are the erection of the OHLE, the raising of the parapets on historic bridges and the demolition of the masonry-arched bridge at Le Fanu Road and the dismantling, storing and reconstruction of the signal box at the Inchicore works in an alternative location.

The requirements for OHLE are not flexible and there is no practical way of mitigating the impact; different arrangements of OHLE were considered at the design stage as part of the optioneering process and the system now proposed was the arrangement adopted. Similarly, the raising of parapets is a safety requirement by providing suitable protection for the general public to prevent accidental contact with the OHLE, including with the aid of a stick or other long object. While the demolition of masonry arch bridges can sometimes be avoided by actions such as lowering the track, in the case of Le Fanu Road Bridge (OBC7) the demolition and reconstruction are required to provide for four-tracking and the space available has insufficient horizontal clearance to accommodate 2 No. additional tracks within the corridor while using the existing arch. Similarly, the necessary additional width to add a new line of track at Inchicore can only be obtained by demolishing the signal box. As a result of design development, a track alignment solution was identified which enables the Turret structure to be retained on the opposite side of the track.

In some cases, a certain amount of mitigation can be achieved through design, such as the selection of an appropriate means of raising bridge parapets, while the recording of structures that are to be demolished, while not preserving the structures, can ensure that knowledge of their existence and character is preserved for the future.

As per Chapter 5 Construction Strategy, a Conservation Architect will be appointed for the proposed Project to oversee and advise on works in proximity to heritage assets.

Condition Surveys will be carried out for engineering, property and conservation purposes; these will include structural surveys before works with high levels of vibration and/or in proximity to features of conservation.

### **Operational Phase**

There is no scope for mitigating the indirect effects of the project on architectural heritage, as the effects all arise from the ongoing presence of the OHLE and its impact on the character or setting of each structure of architectural heritage significance.

### **Monitoring**

There is no requirement for monitoring in relation to the effects on architectural heritage either at the construction stage or operational stage.

### **Residual effects**

The residual effect of the project will be the effect of the OHLE on the character and settings of several structures of architectural heritage significance.

Refer to the EIAR Vol. 2 Chapter 26 Cumulative Effects, in particular, the following extracts:

#### *“26.5 Mitigation and monitoring measures*

*The proposed mitigation and monitoring measures are documented in the assessment presented in Table 26.7 for the Tier 3 projects and are included, where appropriate, as part of the Construction Environmental Management Plan (CEMP). The mitigation and monitoring measures are developed to avoid, prevent, reduce or if possible, offset any identified significant cumulative effects and where required include monitoring measures.*

*Concerning the CEA of the Tier 4 projects, it must be noted that these projects are at the pre-planning stage/preliminary design (i.e. not in the planning system or granted) and there is limited information available that can be used to inform the likely significant effects for this CEA. There is no published EIAR available to consider as part of the CEA. Any mitigation will need to be agreed upon in collaboration with the other relevant delivery agents and/or contractors, if and when these projects are approved and proceed to the construction and operation stage, as appropriate.*

*To manage the potential cumulative impacts associated with the proposed DART + South West and the Tier 4 NTA / TII projects as outlined in Table 26.9, a communication channel will be developed and maintained between CIÉ and the NTA /TII to reduce the likely significant cumulative effects on the local populations and communities including the traffic environment during the construction stages.*

*Cognisance will be made to the construction programmes of the proposed DART + South West Project and the Tier 4 ‘other’ projects including those by CIÉ and the NTA to limit, where feasible, concurrent or overlapping construction works from occurring in the same area and to reduce cumulative impacts on communities and the local economy from construction works”.*

### **6.9.3 PROPOSED WORKS**

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

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

IE are requested to engage with the Conservation Section of DCC and shall ensure that project impacts are continuously monitored by the design team in such a way as to inform the design and mitigate against any adverse impacts on architectural heritage during rather than after the design process. Whilst elements of the historic railway infrastructure such as some bridges and stone embankment walls are not Protected Structures or recorded by the National Inventory of Architectural Heritage, they are considered to be of heritage significance within the surviving nineteenth-century railway infrastructure of the city. Furthermore, the bridges and the railway corridor itself have been recorded by the Dublin City Industrial Heritage Record and their significance to the industrial and architectural heritage of the city is appraised therein.

#### **Zone A – Built Heritage Impacts**

This section of the proposed scheme is mainly outside the DCC administration area.

#### **Zone B – Built Heritage Impacts**

*Le Fanu Bridge:* The loss of the historic bridge at Le Fanu Road is regrettable (BH-18). It is noted that the bridge is a rare original survivor on the line and whilst not a protected structure or included on the NIAH survey of the area, it has been recorded under the Dublin City Industrial Heritage Record (DCIHR Ref. 18 09 006). The proposed mitigation outlined in Chapter 21 of the EIAR includes the recording of the bridge to English Heritage Level 3. It is recommended that the replacement bridge be of high architectural modern design and finish such as to complement any retained historic fabric.

*Inchicore Railway Works Boundary Walls:* The impact on the boundary walls of the Inchicore Railway Works (RPS Ref. 8744; BH-37) is not fully evident in the submitted documentation. The total length of the wall to be demolished and rebuilt is to be clarified together with detailed methodologies for the dismantling of the walls including the finishing of the retained walls on either side of the areas to be demolished.

*Inchicore Railway Works Signal Box:* The recording, dismantling and relocation of the signal box (RPS 8866; BH-33) at Inchicore Railway Works is to be carried out under the supervision of the Conservation Architect, with input from a relevant specialist should signalling equipment survive to the interior. This structure is a notable element of the railway heritage of the complex and an important surviving example of a now largely redundant typology. Surviving signal boxes are under increasing pressure as a result of railway upgrading works and surviving exemplars must be retained. The signal box reflects the architectural style of the former locomotive shed (RPS Ref 8867) opposite. Although the context of the signal box will be diminished on relocation, the structure and any surviving mechanisms should be carefully dismantled and rebuilt at a location to be agreed upon with Iarnród Éireann and the Planning Authority, preferably as close as possible to its current position. The chosen site for relocation is to be provided to the DCC. The dismantled building material and equipment are to be securely stored in the interim before rebuilding the structure.

*Sarsfield Road Bridge:* The impact of the widening of the deck of Sarsfield Road Bridge (BH-43) on the surviving stone abutment walls of the bridge is not sufficiently detailed. The impact of surviving historic fabric on the bridge should be fully detailed and any interventions/repair of the historic abutments and associated retaining walls be supervised by a conservation professional.

*Railway Retaining Walls / Boundary Walls:* The total extent of historic stone retaining walls which will be removed along the south side of the track to the east of Inchicore is not provided (BH-42). The extent of historic material to be removed should be fully determined.

*Memorial Road Bridge:* It is noted from the EIAR that the proposed replacement bridge structure will be aesthetically finished to a high standard which will be informed by a Conservation Architect, and will have regard for and be sympathetic to the existing landscape and visual amenity. Furthermore, the existing stone is expected to be reused where feasible. The final design of the bridge should be agreed with DCC.

### **Zone C – Built Heritage Impacts**

No specific built heritage impacts within this section of the proposed project are of significant concern.

### **Zone D – Built Heritage Impacts**

*Track Lowering:* The impact of lowering of the railway track beneath Conyngham Road (BH-81), the Phoenix Park Tunnel (BH-82), the Royal Canal & Luas Twin Arch Bridge (BH-112) and the Maynooth Line Twin Arch (BH-115) is not fully quantified in the submitted documentation, including the necessity of any underpinning to the historic walls. Any related required underpinning works must be fully agreed upon with the conservation architect, possibly with the input of a conservation engineer, and details submitted to DCC Conservation Section. The works should also be supervised by a conservation professional at the construction stage. It is also recommended that historic construction methods of the bridges at the foundation level be recorded during the works.

*Railway Parapets:* The necessity to add height to specific bridge parapet walls to address health-and-safety concerns is acknowledged. However, the proposed use of painted black metal railings with IP2X mesh incorporated is of concern. It is noted that metal railings exist on the parapets of some bridges and the proposed new railings will replace these. However, the Conservation Section's preference is for a more sensitive alternative which is of high-quality design. The design of all interventions to bridge parapets should have input from a Conservation Architect to ensure they are appropriate to the architectural character of the historic bridges and the surrounding streetscapes. The proposed raising of the parapets to the bridge at McKee Barracks (BH-105) has the potential to be an adverse visual insertion within the curtilage of a Protected Structure (RPS Ref. 768, McKee Barracks). Other historic bridges subject to these proposed interventions are BH-81, BH-106, BH-108, BH-110, BH-111, and BH-116.

*Glasnevin Cemetery Bridge:* It is noted from the EIAR that the proposed replacement bridge structure will be aesthetically finished to a high standard which will be informed by a Conservation Architect, and will have regard for and be sympathetic to the existing landscape and visual amenity. The final design of the bridge is to be agreed with DCC.

## **6.10 HOUSING DEPARTMENT**

### **6.10.1 GENERAL**

DCC and the Land Development Agency (LDA) are currently progressing with plans for significant residential development on DCC-owned lands located at Park West Avenue, Dublin 10. The two sites in question are known as Sites 4 and 5 in the Park West-Cherry Orchard Local Area Plan 2019. A Phase 1 planning application will shortly be submitted to An Bord Pleanála by the LDA comprising a significant proportion of Site 4 for approximately 700 homes. Further application phases will in turn be brought forward for the remainder of Site 4 and also Site 5 comprising a further 400 homes approximately. Site 4 adjoins the Park West Railway Station and the Dublin to Cork railway line where the Project route will run. Below Figure 1 identifies the lands in question in context with the Project route.

Representatives of DCC, the LDA and CIÉ held a series of meetings before the submission of the RO so that all parties were aware of the respective proposals for the Project and housing development. The proposals brought forward in the RO generally reflect the discussions held and ensure the construction of the DART + and the first phases of the residential development for the DCC Cherry Orchard lands can proceed with minimal impact. DCC and the LDA look forward to additional engagement in subsequent phases of the DART + project with CIE. DCC would request that the following be taken into consideration by An Bord Pleanála in their assessment of the RO.

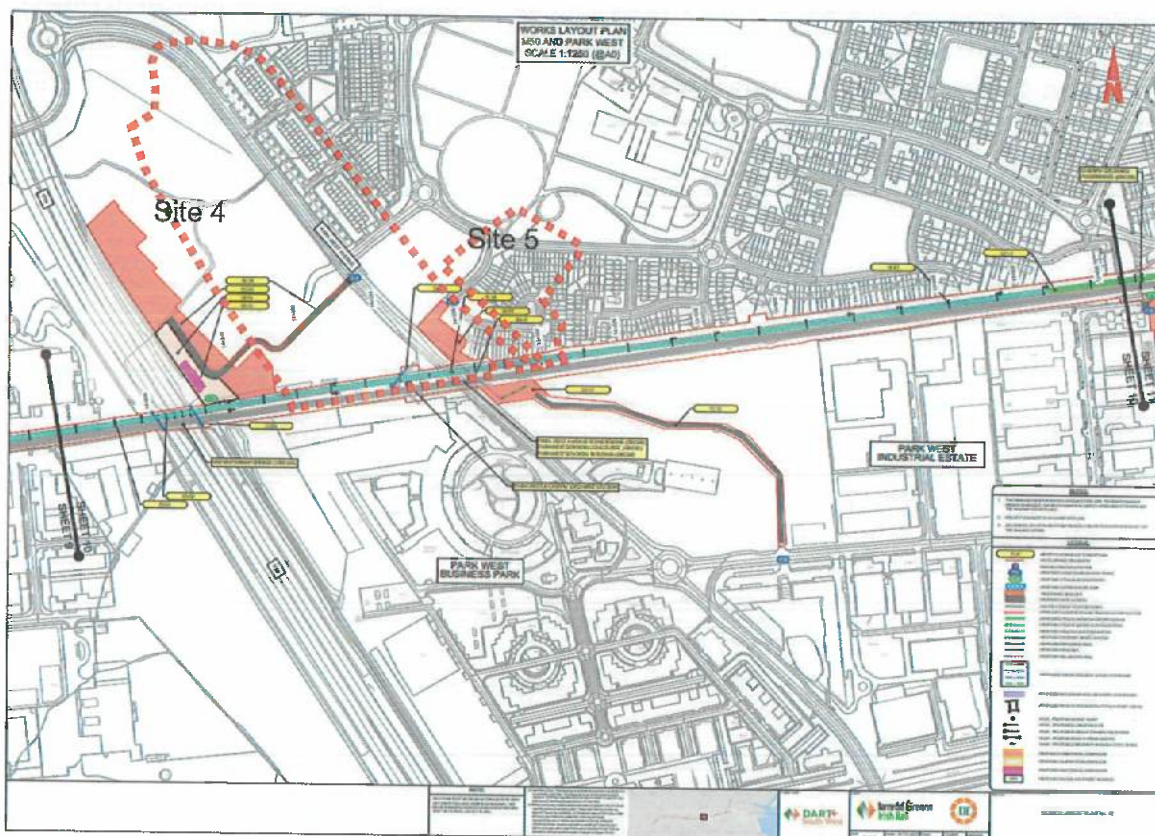


Figure 1: Extract from Works Layout Plan No. 10 submitted with DART + South West Railway Order. Sites 4 and 5 are being progressed for housing development by LDA & DCC highlighted in dotted red.

#### 6.10.2 PROPOSED TEMPORARY COMPOUND AT SITE 4

Works Layout Drawing No. 10 submitted with the RO shows several proposed works on the DCC/LDA Site 4. A proposed temporary construction compound is proposed along the west/south-west boundaries of Site 4 (Works No. 10.06). It is proposed that the temporary compounds will be required for the duration of the construction works/programme i.e. until 2029.

DCC, the LDA and CIÉ discussed and agreed to the general location and size of the compound before submission of the RO. This location will ensure the Phase 1 housing development site is not compromised. DCC requests that the location of the temporary compound as proposed on Works Layout Drawing No. 10 be retained as significant changes to this location will impact the DCC's mandate to deliver affordable housing at this site.

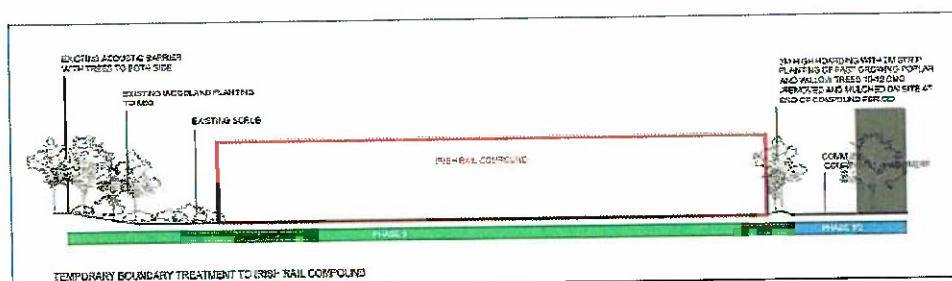
DCC requests that further consultation be carried out between DCC, LDA, & CIÉ before and during the construction process to ensure the location of the temporary compound is



appropriately located to ensure the construction of both projects can proceed with minimal impact on each other.

### 6.10.3 PROPOSED TEMPORARY LANDSCAPING TREATMENT TO SITE 4 TEMPORARY COMPOUND

The temporary construction compound on Site 4 is to be in place for the duration of the DART + construction period (See Works No. 10.06 on Works Layout No. 10). As a result, it is likely that housing development proposed as part of phase 1 on Site 4 will be delivered in advance of completion of the railway works and will therefore be facing the temporary compound and construction hoarding. As a result, DCC and LDA would request that temporary landscaping on the outside of the compound hoarding be delivered to address the visual impact likely to be caused to the phase one residential unit. DCC/LDA request a high-quality 3-metre-high hoarding with a 2-metre strip of planting of fast-growing poplar and willow trees (10-12 cmg [Centimetre Girth]) be planted for the duration of the construction period and following this that they be removed and mulched on-site at the end of construction.



Precedent image of hoarding in Kilkenny Riverside Gardens.

Figure 2: Proposed temporary landscaping to temporary DART + construction compound to Site 4.

### 6.10.3 PROPOSED TEMPORARY ACCESS ROAD AND ELECTRICITY SUPPLY ROUTE THROUGH SITE 4

Works Layout Drawing No. 10 submitted with the RO shows a proposed gravel access road to service the Park West Substation Compound and temporary construction compound. The road is to include the substation electricity cable supply (38KV infrastructure) route (Works No. 10.14). The proposed road and cable route follows the line of the proposed permanent development internal road network proposed as part of the forthcoming Phase 1 planning

application at Site 4 proposed by the DCC and the LDA. Given this proposed internal road will be subject to a forthcoming planning application, DCC is seeking to ensure that further engagement with CIÉ and other necessary stakeholders is ensured throughout the construction period. DCC seeks to ensure that the location and routing of the proposed temporary access road and cable infrastructure route be coordinated between all relevant stakeholders to ensure both the DART + and residential-led development at Site 4 can proceed without conflict.

On behalf of DCC and the LDA, Waterman Moylan, Consultant Engineers, have reviewed the information submitted with the RO and understand the 38KV substation proposed on Site 4 to serve the Project will require a two-circuit network connection. The drawings submitted show the proposed substation to the southwest of Site 4 at Park West and only a short section of ducting which is noted as a "possible route of 2 x 38KV incoming supplies from ESB – To Be Confirmed" (See Drawing title Park West Substation Location Plan and Layout - DP-04-23-DWG-RO-TTA-18856). The ongoing route of the 38KV infrastructure will likely have to be provided through the DCC lands (Site 4) to extend as far as Park West Avenue. Furthermore, it would also suggest that additional ducting will have to be provided through existing roads beyond the ownership of CIE/Irish Rail. Waterman Moylan understands a twin circuit 38KV duct cross-section will require a 900mm wide and 1200mm deep service trench through which other services will not be allowed to run (see an example of a service trench below in Figure 4). Other services may run alongside the 38KV twin circuit cross-section, however. The LDA would request that the final alignment of the proposed electricity infrastructure routing follow the proposed road centreline to minimise the impact on and allow space for the additional necessary infrastructure to serve the overall development of Site 4.

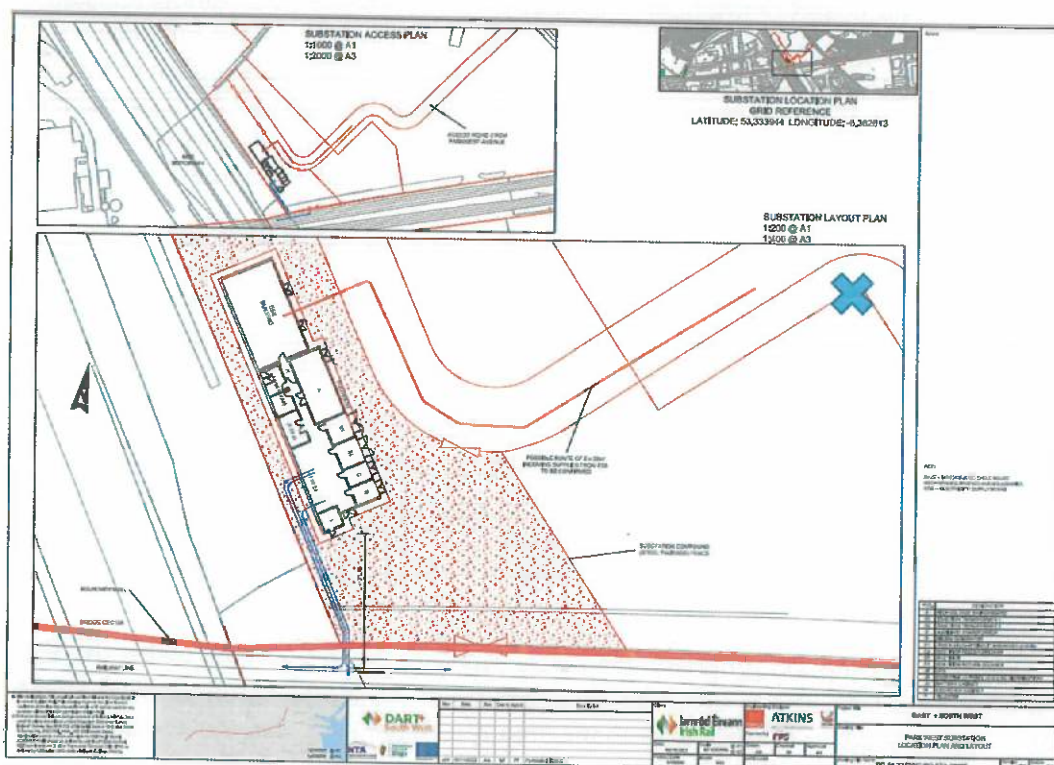


Figure 3: Extract from drawing submitted with DART + South West (Drawing title Park West Substation Location Plan and Layout - DP-04-23-DWG-RO-TTA-18856). Only a short section of electricity supply routing is shown on the drawing (terminating at the 'X' denoted by LDA).

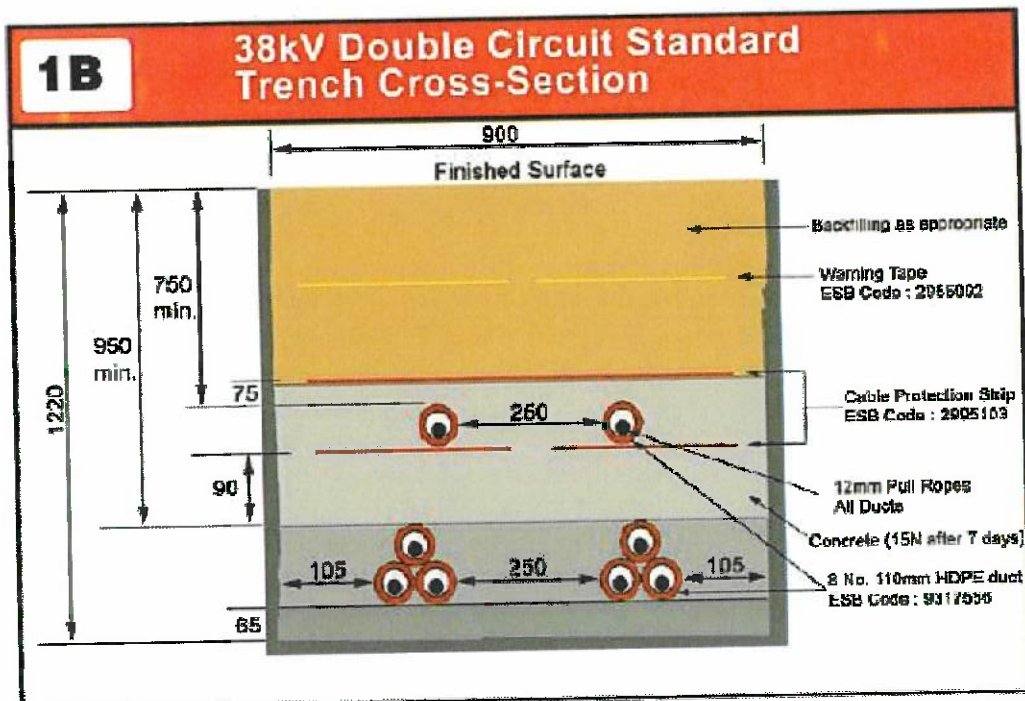


Figure 4: Example of ESB 38V Twin Circuit Cross Section which will likely run through Site 4 roadway.

#### 6.10.4 PROPOSED SUBSTATION AND PERMANENT COMPOUND ON SITE 4

The works include a proposed permanent land acquisition to provide an electrical substation for the Project at the southwest corner of Site 4. The proposed location of the substation was revised following discussions between DCC, the LDA, and CIÉ before submission of the RO. The location adjacent to the M50 and proximate to the railway line is mutually acceptable to all parties in ensuring servicing to the Project route and also ensuring the development potential of Site 4 (as sought by the park West-Cherry Orchard Local Area Plan) is retained.

DCC wishes to make several comments regarding the proposed substation and permanent compound. Presently, the existing tree planting along the M50 within Site 4 provides a landscaped buffer to the site. The LAP also seeks a 'green buffer zone' along this boundary with the M50 as part of a 'green corridor'. The proposed substation will permanently remove some of the existing trees and hedgerows.

DCC would request that some form of permanent tree and/or landscape planting be proposed either outside or inside the eastern and north-eastern boundary fences of the substation to ensure a landscape buffer is provided to Site 4. This will ensure the green buffer is provided as sought by the LAP and will mitigate the visual impact of the substation which will in future be located opposite housing and commercial development at Site 4. The following options are suggested (see Figure 5 for illustration):

Option 1: Consider moving the proposed boundary palisade fence 2 metres inside the ESB compound on the eastern side to allow for the widening of the bio-retention planting strip to 3.5 metres to accommodate tree planting to mitigate the visual impact of the compound and loss of existing trees in that zone.

Option 2: If no opportunity for planting within the compound area, consider at least a 1 metre-wide planting space along the fence line to the inside of the compound to allow for hedge planting (hedge to be planted on the inside of the compound to prevent people from climbing on the hedge and over the fence).



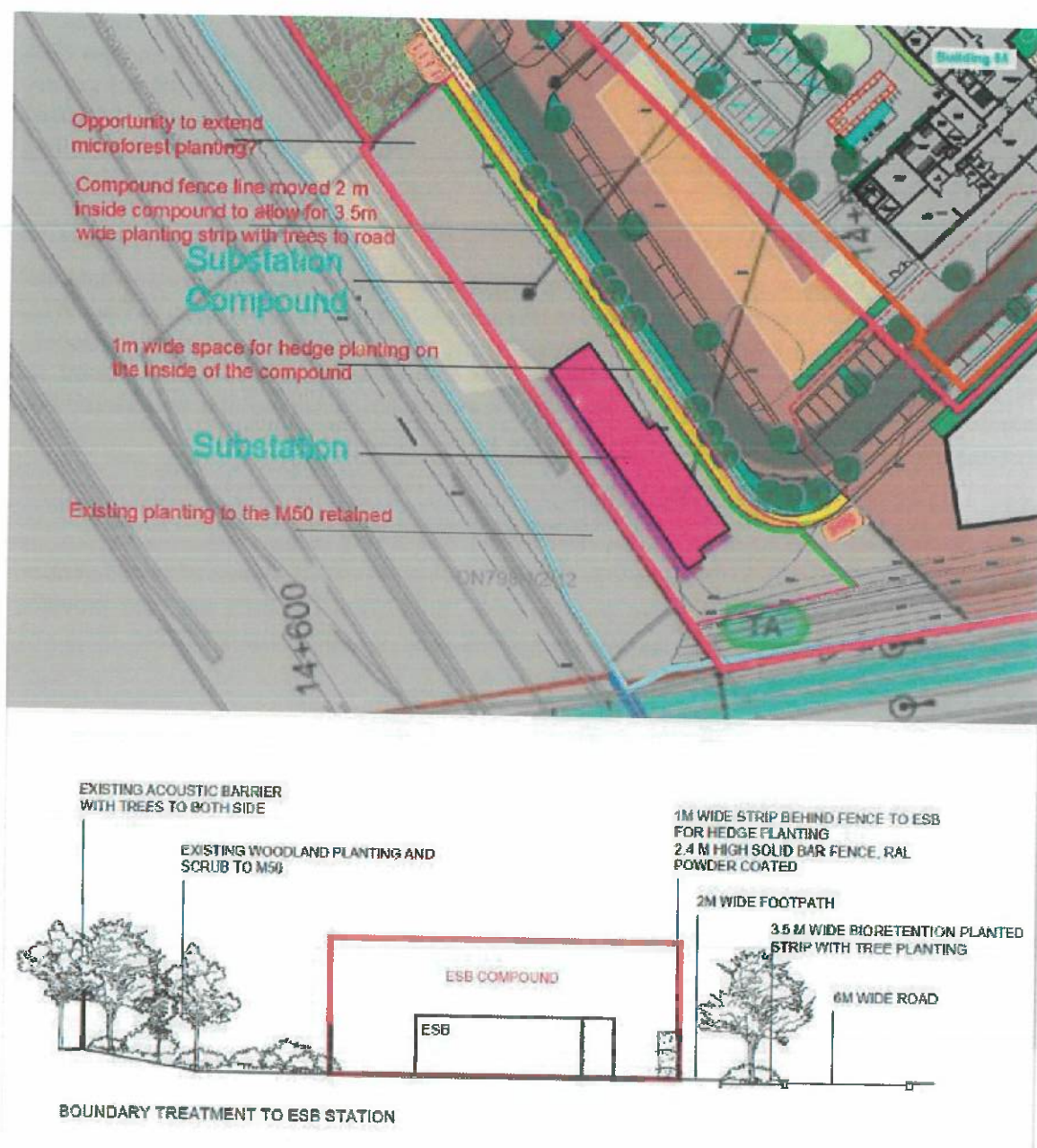


Figure 5: Proposed planting options for substation boundary proposed by DCC and the LDA.

Chapter 5 of the Environmental Impact Assessment Report outlines the Construction Strategy for the project. Section 5.2.7.1 outlines details of the proposed substations and states the compound will be secured with a palisade fence or similar. It is also stated that the 'architectural finish will be grey brick/blocks, however, there may be site-specific areas where a high architectural finish is required'. DCC would request that high-quality boundary fencing is delivered at this location given the future proposed adjacencies to housing and commercial development on the DCC/LDA site. DCC would request that the eastern, southern, and northern facades of this substation are finished to a high standard for the same reasons.

#### 6.10.5 TEMPORARY CONSTRUCTION COMPOUND AT SITE 5

Works Layout Plan No. 10 proposes a temporary construction compound at Site 5 of the Park West-Cherry Orchard LAP. Site 5 is to be brought forward in a further planning application

phase following the submission of the phase one planning application at Site 4. The temporary compound is required for directional drilling works. The location of this temporary compound conflicts with a proposed block shown in Site 5 'Site Brief' within the LAP. DCC and the LDA would request that the location, extent, access arrangements and duration for this temporary compound are discussed before the construction of the Project. This is to ensure that detailed proposals and a planning application for Site 5 housing development can be developed while ensuring minimal conflict with the Project.

#### **6.10.6 PARK WEST RAILWAY STATION**

DCC and the LDA note that the proposed railway works do not include details for any potential upgrades regarding cycle and car parking, cycle access, and pedestrian access at Park West railway station. It is considered that this is a missed opportunity to provide for improved access and sustainable mobility measures to ensure that access to the station is prioritised for pedestrians and cyclists. Access to the station is currently very poor and it is considered that the suggested improvements should be provided as part of the Project.

### **6.11 ARCHAEOLOGY DIVISION**

#### **6.11.1 GENERAL**

The Archaeology Division has considered the likely archaeological impact of the Project on the DCC area only within the proposed Zones B, C & D. Comments are also provided concerning the Environmental Impact Assessment Report, dated February 2023.

#### **6.11.2 POLICY**

It is Development Plan policy (Section 11.5.5; BHA26) to protect and preserve monuments:

1. To protect and preserve Sites and Zones of Archaeological interest which have been identified in the Record of Monuments and Places and the Historic Environment Viewer ([www.archaeology.ie](http://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 Monuments and Places listed on the statutory Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994.
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.

It is an objective of the Dublin City Development Plan 2022-28 to:

Have regard to the city's industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans (LAPs) and the assessment of planning applications (11.5.3; BHA17). The Dublin City Industrial Heritage Record survey makes recommendations for sites to be added to the list of Protected Structures in the life of the plan and it should be consulted before the lodgement of any planning application. It is noted that

sites listed on the Dublin City Industrial Heritage Record (DCIHR) both on or adjacent to the proposed route within the DCC area are discussed in Chapter 21 of the Environmental Impact Assessment Report (EIAR), which focuses on Architectural Heritage with associated impacts and proposed mitigation.

### **6.11.3 ARCHAEOLOGICAL ISSUES**

The Project route is within the Zone of Archaeological Constraint for the Recorded Monument DU018-020 (Dublin City), which is listed on the Record of Monuments and Places (RMP) and is subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994.

### **6.11.4 SUBMITTED DOCUMENTS**

Section 20 of the Environmental Impact Assessment Report (EIAR) is entitled *Archaeology & Cultural Heritage* was written by Lisa Courtney of Courtney Deery Ltd. This section provides an assessment of archaeological and cultural heritage impacts associated with the proposed project, together with the proposed mitigation measures. The methodology of the proposed assessment is provided and includes a study area an area measuring 250m from the edge of the proposed project extents.

Within Zone B, there will be an impact on the site of a burial that was discovered on St. Johns Road (RMP DU018-020284). Zone B also includes the Historic City of Dublin (RMP DU018-020). This area incorporates the potential site of an early medieval cemetery at Islandbridge. Zone C also extends through the Historic City of Dublin (RMP DU018-020). Where it crosses the river to the Conyngham Road, Zone D also runs through the ZAP for the Historic City of Dublin (RMP DU018-020) and via the Phoenix Park Tunnel which runs beneath the Phoenix Park recorded Deer Park (DU018-007001). No operational impacts are envisioned concerning archaeology during the operational phase of the Project.

Potential archaeological impacts are described as follows:

- Construction of substations.
- Groundworks are required for the construction of compounds and access roads.
- Track lowering.
- Bridge reconstructions.
- Secant and cantilevered walls.
- The temporary/ permanent diversion, realignment and widening of roads, junctions and pavements, and/ or the provision of temporary access routes.
- Utility diversions.
- Drainage and attenuation.
- Landscaping works.
- New Heuston West Station.

### **6.11.5 MITIGATION MEASURES**

The mitigation measures proposed in Section 20.6 of the EIAR state that an experienced and competent licence-eligible archaeologist will be employed by the appointed contractor to advise on archaeological heritage matters during construction, to communicate all findings in a timely manner to Iarnród Éireann and statutory authorities, to acquire any licenses/ consents required to conduct the work, and to supervise and direct the archaeological measures associated with the proposed Project.



Archaeological monitoring will take place in all locations defined in the EIAR as Areas of Archaeological Potential (AAP). This includes AAP11, where full-time archaeological monitoring will take place, at the preconstruction and early stages of construction, where any preparatory ground breaking or ground reduction works are required from the westernmost end of Islandbridge to Heuston Station (i.e., from War Memorial Park to Kilmainham which includes the area of the burial (DU018-302) on St Johns Road). The potential in this area relates to burials and stray finds, advanced test excavation within an existing rail corridor track or through the embankment could easily miss archaeological remains such as individual burials and stray finds at depth. Accordingly, site preparation and preliminary construction-related excavation works will be archaeologically monitored to establish if any archaeological remains exist at the site. This will include the monitoring of all removal of topsoil, together with a ground reduction of the embankment of made ground to the level of natural soil, the topsoil should be moved using a toothless grading bucket to enable the archaeologist to identify if any human remains are present. The archaeologist will have provision to inspect all excavation to natural soil level, to temporarily halt the excavation work, if and as necessary, and to be given provision to ensure the temporary protection of any features of archaeological importance identified. Once identified the archaeologist will be afforded sufficient time to record and remove any such features identified and if necessary, under advice from an osteoarchaeologist.

#### **6.11.6 RECOMMENDATIONS**

The submitted EIAR has demonstrated that the groundworks associated with the Project route have the potential to impact archaeological features. Although the route overall is not subject to overt statutory protection under Section 12 of the National Monuments (Amendment) Act 1994, the experience of other urban rail projects (especially LUAS) demonstrates that there is highly likely to be an impact on unrecorded archaeology in the Dublin City area as well as upstanding industrial heritage features listed on the Dublin City Industrial Heritage Record.

The DCC Archaeology Section notes a preference for the policy of preservation in situ as outlined in Section 3.4 of the Framework and Principles for the Protection of the Archaeological Heritage (1999).

(<https://www.archaeology.ie/sites/default/files/media/publications/framework-and-principles-for-protection-of-archaeological-heritage.pdf>).

It is noted that, unlike other strategic infrastructure development agencies such as TII, CIE does not have a Code of Practice for Archaeology with the Department.

(<https://www.archaeology.ie/sites/default/files/media/publications/code-of-practice-agreed-between-tii-ahrrga-eng-1.pdf>).

The appointment of a Project Archaeologist is strongly recommended to ensure the successful delivery of the EIAR recommendations. The DCC Archaeology Section concurs with the proposed methodology for archaeological mitigation as outlined in the EIAR.

It is recommended that the NTA appoints a competent project archaeologist competent to the design team to oversee the delivery of the archaeological strategy to be outlined in the EIAR with responsibility for the management of the archaeological aspects of the contract.

### **6.12 CITY ARCHITECTS DEPARTMENT**

#### **6.12.1 GENERAL**

The City Architects Department make the following general points:

- Emergency vehicle access: locations for emergency vehicle access need to be identified
- Materials: finishes and materials proposed for surface treatments require clarity.
- Green energy: the electrification of the line presents an opportunity to source renewable, green energy, where possible.
- Greening strategy: any trees or plants to be removed should be replaced as part of a greening strategy for the project.
- Universal Access: access for all passengers should be treated with equal importance in accordance with universal design principles.
- Per cent for Art: the Percent for Art scheme may apply.

### **6.12.2 BRIDGES**

#### ***Le Fanu Road Bridge (OBC7)***

The proposed new road bridge should be designed to accommodate pedestrians and cyclists to improve connectivity between north and south with footpath gradients following universal design principles. A contemporary bridge design is required that will:

- Integrate the proposed 1.8m high bridge parapets into the overall bridge design and transition to 1.2m in a sensitive manner
- Integrate public lighting and any other services into the bridge design to ensure the high-quality solution
- Deliver a high-quality and robust solution appropriate for the context. The stone masonry aesthetic/architectural cladding finishes to reinforced concrete walls will require rigorous architectural detailing to deliver the desired high-quality bridge design and finish.

New road bridge capacity; the proposed new road bridge should be designed to eliminate the existing pinch point and be wide enough to accommodate pedestrians and segregated cycle lanes in both directions to improve connectivity between north and south.

#### ***Kylemore Road Bridge (OBC5A)***

The proposed new road bridge should be designed to accommodate pedestrians and segregated cycle lanes in both directions as well as vehicles to improve connectivity between the north and south. The proposed 1.8m high bridge parapets should be integrated into the overall bridge design and transition to 1.2m in a sensitive manner. A coordinated lighting design is required.

#### ***Memorial Road Bridge (OBC3).***

The proposed new road bridge should be designed to accommodate pedestrians and cyclists to improve connectivity between north and south. The footpath gradient needs to be in accordance with universal design principles. Any required guarding/railings and public lighting should be integrated.

#### ***Modifications to Bridge Parapets***

Six bridges are proposed to have their existing masonry parapet topped with a proposed IP2X panel - these need to be carefully detailed to minimise both the visual impact and the physical impact on the industrial heritage fabric.

### **6.12.3 HEUSTON WEST STATION DESIGN**

Station Bridge & Ramps; the proposed new access ramps to the bridge appear to provide a long and convoluted route for those who cannot use stairs. In addition to steps and ramps, lifts should also be provided to ensure community connectivity.

Pedestrian Transfer Route; the existing Heuston Station Access Road is proposed to serve as the access route to Heuston West Station with what appear to be relatively minor upgrades proposed. It is also proposed that cyclists will share the access road with vehicular traffic. The existing footpaths on this road are narrow and not continuous therefore, there is a concern that the proposal gives rise to potential conflicts between pedestrians, cyclists and vehicular traffic.

Access Route via Clancy Quay; the proposed Public Right of Way along Waterloo Avenue through the Clancy Quay residential area is of critical importance to the success of the proposed new platforms. Public access to the station from the west should be facilitated as an integral part of the station.

As the station is proposed to be unstaffed with station access closed during non-operation hours, clarification on how access will be controlled, positions of gates etc. is required.

### **6.13 AIR QUALITY MONITORING AND NOISE CONTROL UNIT**

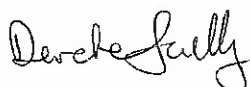
Regarding night time works, a Noise Management Plan for the project should be furnished to DCC for review before any night time works commence. The noise management plan should be sent to the Air Quality Monitoring & Noise Control Unit for review before works commence. This plan should establish those who may be affected by certain works and the procedures to mitigate the noise exposure levels etc. Previous NMPs established those at risk from night time works and procedures to mitigate and address the issues were provided. Residents living within a certain distance from the works were notified of upcoming night time works.

## **7 CONCLUSION**

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

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

In the event that An Bord Pleanála is satisfied that the proposed development should be approved, it is requested that the Project is 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 are attached in the appendix below.



Deirdre Scully

A/City Planning Officer.

Dublin City Council, Wood Quay, Dublin 8.



## **APPENDIX A: RECOMMENDED CONDITIONS**

### **Environment and Transportation Department**

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

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

#### **Handover**

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

#### **Existing Condition Record**

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

#### **Road Design & Construction**

5. Final details (including materials, finishes, sizes, gradients, levels and drainage) of all junctions, carriageways, islands, buildouts and footways as well as all signal/traffic light infrastructure shall be agreed with DCC prior to construction.
6. New roads and alterations to existing roads shall comply with "Technical Acceptance of Road Structures on Motorways and Other National Roads DN-STR-03001 April 2019".
7. Road Safety Audits shall be carried out for any new roads and each existing public road that is to be modified as part of the scheme works at appropriate stages throughout the design of each individual scheme.
8. The alignment of any new or altered roads included as part of the Project shall be designed so as ensure that all longitudinal gradients and crossfalls on carriageways, islands, buildouts and footways are in accordance with those specified in "Construction



Standards for Road and Street Works in Dublin City Council" unless otherwise agreed with DCC.

9. Pedestrian and cyclist connectivity to and within stations shall be improved as part of the scheme including as part of bridge works. Details are to be agreed upon with Dublin City Council at the detailed design stage. The Project shall ensure that principles of universal design are adhered to and accessibility requirements are met throughout the Project.
10. Any alterations to kerbside spaces such as pay and display scheme/loading/line markings/signage poles shall be agreed upon with E&T Department at the detailed design stage.
11. All signage and road markings comply with the Traffic Signs Manual.
12. Prior to the commencement of works, Irish Rail shall consult with the Roads Design and Construction Division of Dublin City Council regarding all works that impact bridges within Dublin City's jurisdiction. All works to bridges shall align with best practices as set out in TII Publications (Standards and Technical).

#### **Reinstatement & Maintenance**

13. All reinstatement work in areas to be taken in charge shall be carried out in accordance with "Construction Standards for Road and Street Works in Dublin City Council" unless otherwise agreed with DCC.
14. The extent and type of reinstatement required shall be agreed upon with DCC prior to the commencement of any work on site. This shall be shown on drawings and signed off on by both parties.
15. Detailed drawings should be prepared and forwarded to Dublin City Council, setting out proposed construction details for any works to the public realm including proposed materials and construction details.
16. All proposed upgrade works that involve changes or additions to the existing public realm, including alterations to the carriageway, footpaths, drainage systems, traffic infrastructure, public lighting etc. shall be completed in accordance with "Construction Standards for Road and Street Works in Dublin City Council" and in accordance with the 'Guidelines for Managing Openings in Public Roads', published by the Department of Transport. [guidelines for managing openings in public roads apr. 2017.pdf \(rmo.ie\)](https://www.rmo.ie/guidelines-for-managing-openings-in-public-roads-apr-2017.pdf)

17. Where applicable samples of all new natural stone kerbs, flags and setts to be used in reinstatement and/or upgrade works shall be supplied to DCC for agreement prior to use.
18. Regarding bridge structures along the route, prior to the commencement of works Irish Rail and Dublin City Council shall agree in writing details regarding ownership and maintenance of bridges.

### **Construction Period**

19. Prior to the commencement of works, Irish Rail shall engage with Dublin City Council to agree an overall Traffic Plan for all project works including phasing of works, road closures and diversions etc. and which addresses the cumulative impact on traffic for the whole city. Irish Rail shall continually liaise with Dublin City Council during construction through an agreed schedule of regular meetings.
20. All roadworks shall be carried out in accordance with the current edition of Dublin City Council's Directive for the Control and Management of Roadworks in Dublin City unless otherwise agreed with DCC.
21. In cases of reinstatement of areas where the roadway or footway is not being reconstructed in full (e.g. trench for utility alongside street), Irish Rail or their Contractor shall pay DCC long-term impact charges as set out in the 'Guidelines for Managing Openings in Public Roads', published by the Department of Transport. [guidelines for managing openings in public roads apr. 2017.pdf \(rmo.ie\)](https://www.rmo.ie/guidelines-for-managing-openings-in-public-roads-apr-2017.pdf)
22. All antique setts if removed as part of the works shall be cleaned, stored on pallets by the contractor and reinstated in the carriageway to DCC's specification if required by DCC unless otherwise agreed with Dublin City Council.
23. All existing and antique natural stone kerbs and flags, if removed without damage as part of the works, shall be cleaned, stored on pallets by the contractor and reinstated in the footway to DCC's specification.
24. Specific areas and infrastructure to be taken in charge shall be agreed in writing with Dublin City Council.
25. Where relevant works should comply with Dublin City Council's procedure for 'Ground Anchors Installations' shall be adhered to as contained at <https://www.dublincity.ie/residential/transportation/apply-licence-or-permit/ground-anchor-installation->

## Environment & Drainage

26. Surface water management should be given appropriate consideration at the early design stage. All surface water designs should be submitted for written approval well in advance of the commencement of construction work. All drainage works should comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from [www.dublincity.ie](http://www.dublincity.ie) Forms and Downloads).
27. Surface water shall be managed so that discharge to public sewers is avoided whenever possible in line with Dublin City Council's Sustainable Drainage Design & Evaluation Guide 2021. In order to achieve this the following hierarchy shall be adopted:
- 1) Reuse of water on site.
  - 2) Infiltrate into the ground.
  - 3) Discharge to a natural watercourse.
  - 4) Discharge to a surface water network.
  - 5) Discharge to a combined network
28. Any discharge of surface water to public sewers shall be limited to 2l/s/ha. DCC requires Sustainable Drainage Systems (SuDS) to be implemented in the management of surface water. The design of SuDS should aim to deliver the full range of benefits including, volume control, improved water quality, enhanced biodiversity and amenity. The management of surface water should start as close as possible to the source of the run-off and should include a series of SuDS components linked together into a management train. In considering SuDS components, preference shall be given to soft engineering solutions which mimic the natural water cycle. Discharge managed via a pipe and an attenuation tank system shall be the last option considered.
29. Given the nature of the proposed development which includes large sections of tracks located in deep cutting below surrounding ground level, the risk of flooding during both the construction and operational phase will need to be carefully considered. The risk of flooding from all sources should be assessed in accordance with the OPW Planning System and Flood Risk Management Guidelines, and the Dublin City Development Plan - Strategic Flood Risk Assessment (SFRA). The proposed scheme should not increase and if reasonably possible reduce the risk of flooding to any other development and the flood risks to the project itself should be addressed through appropriate design. Where residual risks exist, measures for their management or mitigation shall be implemented.
30. Any works that may impact the existing DCC drainage infrastructure shall be agreed upon with DCC Drainage Division who must be consulted prior to such works commencing.
31. A clear minimum distance of three metres (or greater for deep sewers) shall be maintained between public sewers and all structures on site. No additional loading shall be placed on a sewer and any damage to a sewer shall be rectified at NTA's expense. A proposed surface water layout shall be submitted to the Drainage Division indicating proposed clearance/diversion, following site investigations, for written

agreement with the DCC Drainage Division prior to the commencement of the project. Any sewers which are impacted by the project (i.e. sewers whose later maintenance would require consultation with Irish Rail) are to be CCTV surveyed before construction commences and upgraded if this is deemed necessary by Drainage Division. Future maintenance responsibility for all new and altered surface water drainage elements of the project and all existing drainage in proximity to the tracks is to be agreed with the Drainage Division.

## **Public Lighting**

32. Careful consideration needs to be given to the Lighting around station areas to ensure they are adequately lit. Areas to be taken in charge around stations need to be agreed upon, i.e. DCC areas and Irish Rail areas.
33. On many of the bridges, a new lighting scheme will be required to replace the existing old lighting infrastructure. The new lighting infrastructure will need to include lighting columns/LED lights, PL ducts & chambers, PL cables, new electrical supplies etc.
34. In general, if bridges are closed during construction then temporary lighting may not be required. However, if bridges remain open to the public then lighting, whether it be temporary or existing, will need to be provided or maintained.
35. Briefings are to be provided on the general layouts when they are available in order to fully understand and assess public lighting requirements. Ongoing consultation is required at all stages from design, to construction, to testing, commissioning and handover/taking charge. A formal documented approvals process is required to be put in place with sign-off at each stage.
36. New and/or altered public lighting schemes shall comply with and be designed to IS EN13021. They shall also comply with DCCs General Specification for Public Lighting. Light Level Classes will be dependent upon Daily Traffic Flows and levels of usage (both vehicular and pedestrian) and need to be formally agreed upon and signed off for each area of the project. This may require re-assessment and possible re-classification of Light Level Classes to meet IS EN13021. Particular attention needs to be paid to light levels at entrances to stations and the areas around them where higher levels may be required (and different standards apply). Lighting needs to be treated holistically. If half a junction is being reconstructed the whole junction needs to be looked at and assessed holistically from a lighting standpoint to comply with standards. All public lighting works should be carried out by a competent public lighting contractor or operator (such as DCC Public Lighting Services).
37. In areas where construction activities are taking place and there will continue to be some public access, these areas must remain lighted at all times. Maintaining lighting can be achieved by maintaining the existing public lighting infrastructure during construction or removing the existing public lighting infrastructure and providing agreed temporary lighting or providing the new public lighting infrastructure in advance of decommissioning the existing infrastructure.
38. Condition Assessment of lighting infrastructure will be required in advance. Replacement of existing Lighting Infrastructure with new infrastructure is likely. Some Lighting Infrastructure will be at the end of life and the upgrading of luminaires may require the upgrade of the entire PL asset, including the column, cabling, and ducting

for electrical and lighting compliance. Upgrade of luminaires to high-efficiency LED luminaires is a minimum requirement for each area. LEDs must comply with DCC General Specification.

39. Need to establish lighting circuits and electrical supply locations at the design stage. Need to establish if any third-party infrastructure, e.g. Traffic Lights, are supplied from the public lighting infrastructure and plan to relocate accordingly.
40. There is a limitation on where lights can be relocated. Careful consideration is needed in this regard. Need to minimise street clutter to avoid a plethora of supply pillars and other street furniture.
41. Lighting Works may require alterations to other Utility Services. Permits may be required to work on lights, e.g. close to lights on ESB Network Infrastructure or Luas Tram Network Infrastructure.
42. Careful consideration needs to be given to all proposed tree locations with respect to light locations to reduce potential blocking that could result in carriageways and footways being in darkness. Lighting Designers also need to carefully consider existing tree locations in their designs.
43. GPPR surveys may be needed in advance of construction in certain areas. Locate all underground services and identify possible underground congestion. Locate any cellars under footpaths/roads. Facilitates detailed design of new lighting infrastructure and identifies possible locations for lighting columns and duct routes etc.
44. DCC Public Lighting (PL) is the only ESB-authorised body that is responsible for managing street lights mounted on ESB Networks Infrastructure in Dublin City Council. Those involved in Projects such as DART Expansion cannot alter, remove or relocate lighting infrastructure mounted on ESB Infrastructure without DCC PL and ESNB approval.

### **Conservation/Heritage conditions**

1. A Grade 1 Conservation Architect with proven and appropriate expertise shall be employed to design, manage, monitor and implement the works to the protected structures and historic structures to ensure adequate protection of the retained and historic fabric during the works. In this regard, all work shall be designed to cause minimum interference to the historic structures and/or fabric.
  - a) IE and their Grade 1 Conservation Architect are requested to engage with the Conservation Section of Dublin City Council throughout the design, tender and construction process.
  - b) Loss of historic fabric should be minimised but where interventions are proposed a clear distinction between new and old should be provided, with high-quality new modern materials and finish. This would be preferred to using faux or re-cut historic cladding.
  - c) Reconstructed bridges and new structural elements should be of modern design and finish such as to complement any retained historic fabric.
  - d) The recording, dismantling and relocation of the signal box (RPS 8866) at Inchicore Railway Works are to be carried out under the supervision of the Conservation Architect, with input from a relevant specialist should signalling equipment survive to

the interior. Although the context of the signal box will be diminished on relocation, the structure and any surviving mechanisms should be carefully dismantled and rebuilt at a location to be agreed upon with Irish Rail and the Planning Authority, preferably as close as possible to its current position.

- e) The raising of historic parapets / historic walls/dismantling and reconstruction of bridges, and historic boundary and retaining walls are of concern from a conservation standpoint as these would have a significant impact on the architectural character of the historic fabric and special architectural character of the areas around the railway line and further clarity is required by IE. We recommend that the design and detail of any proposed alteration to built heritage fabric be agreed upon with the Conservation Section of DCC in advance.
- f) The proposed lowering of the track beneath historic structures including the Phoenix Park tunnel, historic bridges and the canal aqueduct near Glasnevin, and any related required underpinning works, must be fully agreed with the conservation architect, possibly with the input of a conservation engineer. The impact of track lowering on historic stone structures including stone retaining walls along the railways and associated underpinning is to be designed to minimise the impact on these historic elements. The works should also be supervised by a conservation professional at the construction stage. It is also recommended that historic construction methods of the bridges at the foundation level be recorded during the works
- g) IE shall ensure that project impacts are continuously monitored by the design team in such a way as to inform the design and mitigate against any adverse impacts on architectural heritage during rather than after the design process, whether a structure is protected or not.

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

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

Reason: In order to protect the original fabric, character and integrity of the Protected Structures and to ensure that the proposed works are carried out in accordance with best conservation practice.

## **APPENDIX B: LIST OF SIGNIFICANT PLANNING APPLICATIONS**

Note that this list is non-exhaustive.

- Strategic Housing Development at Heuston South Quarter, St Johns Road/ Military Road, Dublin 8. (ABP planning reference 311591) was granted in 2022.
- Strategic Housing Development at Ballyfermot Road, Ballyfermot, Dublin 10. (ABP planning reference 313320) was granted in 2022.
- Strategic Housing Development at Davitt Road, Dublin 12. (ABP planning reference 309627) was granted in 2021.
- Strategic Housing Development at 29B, 30 & 31 Prussia Street, Dublin 7. (ABP planning reference 312102) was granted in 2022.
- Strategic Housing Development at 42A Parkgate Street, Dublin 8. (ABP planning reference 306569) was granted in 2020.
- Strategic Housing Development at the Former 'Matts of Cabra' public house and lands to the rear, Fassagh Avenue, Cabra, Dublin 7. (SHD0001/18) granted in 2018.