



PROPOSED 110 kV SUBSTATION, STEEVEN'S LANE, DUBLIN 8

DESIGN STATEMENT

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01 | INTRODUCTION

PROJECT BACKGROUND

This Design Statement has been prepared by Ryan+Lamb Architects on behalf of ESB Networks to accompany the Planning Application for the proposed 110kV electrical substation within the Diageo/Guinness Complex, fronting Steevens' Lane, Dublin 8. The document sets out the design rationale and the architectural approach underpinning the proposal.

The proposed substation forms a critical component of ESB Networks' strategic commitment to deliver a net zero-ready electricity network by 2040 in support of Ireland's 2050 national climate targets. The imperative for new high-voltage infrastructure in this part of the city is driven by a convergence of significant demand pressures, including the rapid expansion of renewable energy generation, sustained population growth, accelerating residential and commercial development, and the progressive electrification of heat, transport, and industry across Dublin. Dublin Central is forecast to experience peak demand growth of between 3.8% and 5.7% in the period from 2025 to 2030, placing considerable strain on the existing network and underlining the urgent need for additional substation capacity within the city.

The proposed 110kV/MV Substation at Steevens' Lane has been identified to reinforce capacity and improve the security of electricity supply across Dublin's South West Inner City, relieving existing 38kV substations that are approaching the limits of their operational capacity. Beyond its strategic network function, the facility will play a direct role in enabling the decarbonisation of operations at St. James's Gate, and St. James's Hospital, facilitating mixed-use development in the wider area, and enabling strategic transport electrification projects across this part of the city. The facility will occupy a largely undeveloped brownfield site to the rear of the existing Guinness/St. James's Gate complex, at the junction of Steevens' Lane and the internal brewery lands, comprising a principal substation building and transformer compound enclosed within a continuous boundary wall that defines and secures the site along its primary public frontage.

TECHNICAL REQUIREMENTS & CONSTRAINTS

As a high-voltage electrical substation, the facility is subject to stringent technical, operational and security requirements that fundamentally inform and constrain the design response. The building must accommodate specialised high-voltage electrical equipment requiring significant internal volume, controlled environmental conditions, and robust structural containment. Strict security protocols necessitate a secure and largely impermeable site perimeter, limiting opportunities for active or permeable ground floor treatment along the public frontage onto Steevens' Lane.

The GIS building and Transformer enclosure are both designed to meet ESB Network's specific requirements, based on the operational / technical requirements. This includes the dimensions of the plant and equipment (including necessary separation and distances). In layman's terms, the building layouts are set and defined. They do not have the flexibility to respond to site conditions - rather they are fitted onto the site where they are proposed.

The sensitive historic context of the site presents additional and significant design constraints. The site lies in close proximity to a number of protected structures, including Dr. Steevens' Hospital, Heuston Station, and the Pearse Lyons Whiskey Distillery, and is situated within a historically layered urban landscape shaped by centuries of industrial, institutional and civic development. These sensitivities, combined with the established industrial character of Steevens' Lane and the potential protected status of the existing Guinness complex boundary wall, required a carefully balanced architectural response — one that satisfies the demanding technical requirements of the infrastructure whilst meeting the conservation and urban design expectations appropriate to this historically significant setting. The resolution of these competing demands forms the central design challenge of the proposal and has driven the architectural approach at every stage of the design process.

PRE-PLANNING CONSULTATION

A Pre-Planning consultation was held with Dublin City Council on the 9th of June 2026. The purpose of these meetings was to discuss the key information of the proposed development including setting out the need for the proposed works and outlining the main elements of the proposed development.

SECURITY

Security of the substation compound from both a health and safety perspective and against trespassing is a critical design requirement of the project. The site is bounded by party walls to the North, South and the East. To the West Steevens Lane a boundary treatment has been proposed which looks to create a more considered treatment.

Ensuring electrical substation safety is crucial to prevent accidents, protect personnel and ensure uninterrupted power supply and maintaining the reliability of supply.

02 | SITE OVERVIEW

SITE OVERVIEW

The subject site, which measures approximately **2,300 sq.m**, is located at Textile House, Steeven's Lane, Dublin 8, towards the top end of Steeven's Lane. The site is currently occupied by a former industrial building known as Textile House, which is in a state of disrepair and has remained vacant for a number of years.

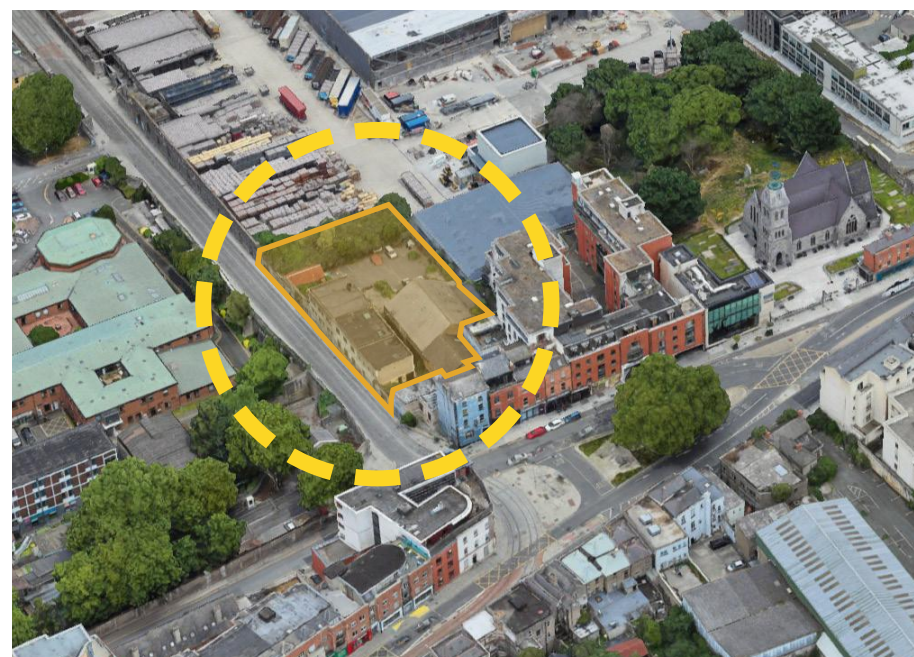
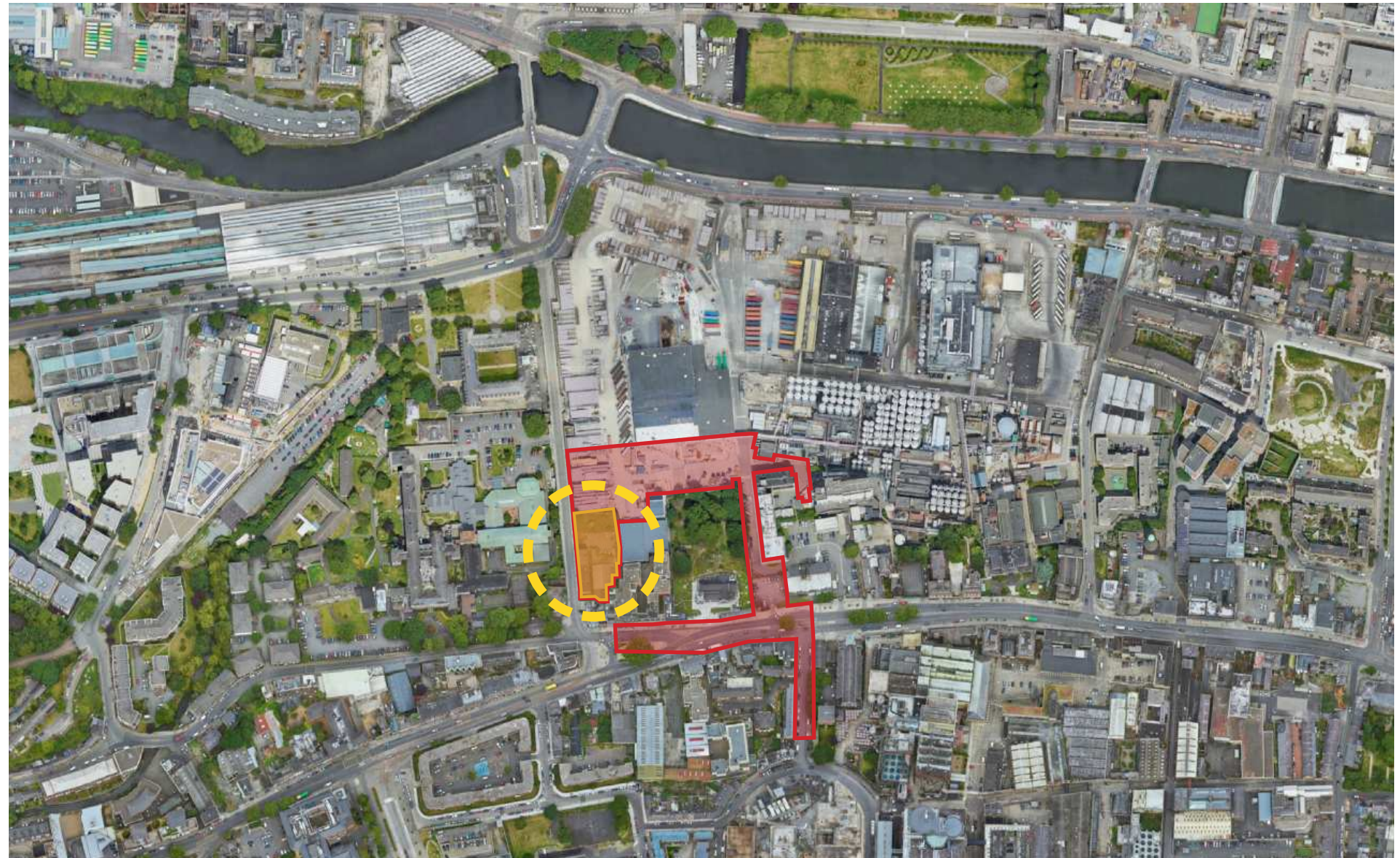
Steeven's Lane is a linear route accommodating Luas tram movements in both directions and functions as a transport corridor rather than a traditional street. It has footpaths on each side. The street is largely defined by continuous high boundary walls and railings, resulting in a relatively impermeable and enclosed urban environment. The site is situated in a well-established urban area in close proximity to key city infrastructure and landmarks, including St. James's Hospital, Heuston Station, Steevens' Hospital, and the wider Guinness Brewery Diageo lands.

The street itself experiences regular pedestrian activity, and serves as an important movement corridor via Luas and connects to significant employment, transport, and institutional uses.

The surrounding built environment is characterised by predominantly **2, 3 & 4-storey structures**, interspersed with larger institutional buildings and the substantial enclosing walls of the Guinness Brewery, which incorporate stone construction and historic detailing such as arches. The area has a strong architectural and historical character, with a number of Protected Structures in the vicinity, most notably Heuston Station and Steevens' Hospital.

The site is zoned Z4 - District Centre under the Dublin City Development Plan and is located adjacent to Special Development and Regeneration Area (SDRA) 7, indicating its strategic importance within the wider regeneration context of the city.

-  Red Line Site Boundary
-  Site Related to Proposed Works

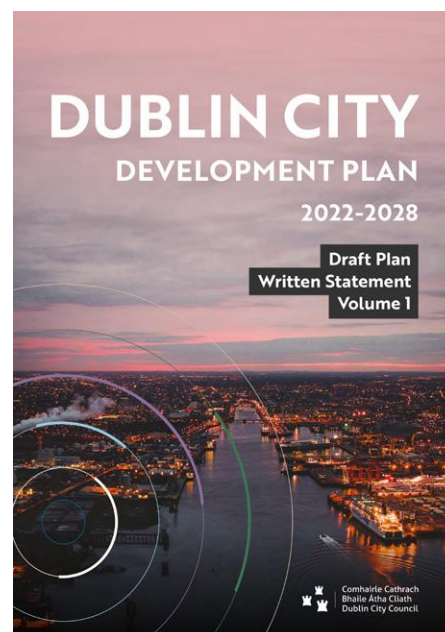


03 | STATUTORY CONTEXT

DUBLIN CITY DEVELOPMENT PLAN 2022-2028

The primary policy considerations for any development within Dublin City Centre are those set out in Chapter 14 (Land-Use Zoning), Chapter 15 (Development Standards), Chapter 7 (City Centre, Urban Villages and Retail), and Chapter 4 (Shape and Structure of the City) of the Dublin City Development Plan 2022-2028.

These chapters collectively establish the core decision-making framework against which proposals are assessed, encompassing land-use compatibility, design and performance criteria, the role and function of the city centre, and the broader spatial strategy for the city. As such, they represent the key policy areas that must be addressed in any planning assessment, forming the principal basis upon which the appropriateness and acceptability of development proposals are determined.



PLANNING AND DEVELOPMENT ACT 2000 (SID)

The planning application will be made as Strategic Infrastructure Development (SID). This is a provision under the Planning and Development Act 2000 (as amended) which provides a streamlined consenting process for projects of national or regional importance. Such developments may, following pre-application consultation, be made directly to An Coimisiún Pleanála rather than the local planning authority. The SID process is intended to facilitate the timely delivery of key infrastructure, including energy, transport and utility projects. Qualification as SID is determined by An Bord Pleanála having regard to the scale, significance and potential impacts of the proposed development.

The details of SID under the Planning and Development Act 2000 are set out below.

168.—(1) Where a site is designated under section 166, the relevant development agency or, where an agreement referred to in section 167 has been made, the relevant development agency and any person who is a party to the agreement, may, as soon as may be and in any case not later than 2 years after the making of an order under section 166, prepare a draft planning scheme in respect of all or any part of the site and submit it to the relevant planning authority.

(2) A draft planning scheme under this section shall consist of a written statement and a plan indicating the manner in which it is intended that the site is to be developed and in particular—

(a) the type or types of development which may be permitted to establish on the site (subject to the order of the Government under section 166),

(b) the extent of any such proposed development,

(c) proposals in relation to the overall design of the proposed development, including the maximum heights, the external finishes of structures and the general appearance and design,

(d) proposals relating to transportation, including public transportation, the roads layout, the provision of parking spaces and traffic management,

(e) proposals relating to the provision of services on the site, including the provision of waste and sewerage facilities and water, electricity and telecommunications services, oil and gas pipelines, including storage facilities for oil or gas,

(f) proposals relating to minimising any adverse effects on the environment, including the natural and built environment, and on the amenities of the area, and

(g) where the scheme provides for residential development, proposals relating to the provision of amenities, facilities and services for the community, including schools, crèches and other education and childcare services.

(3) A draft planning scheme shall also contain information on any likely significant impacts on the environment of implementing the planning scheme and to that effect it shall contain the information prescribed under section 177, in so far as such information is relevant to the detail contained in the scheme.

(4) (a) A draft planning scheme for residential development shall be consistent with the housing strategy prepared by the planning authority in accordance with Part V.

(b) Where land in a strategic development zone is to be used for residential development, an objective to secure the implementation of the housing strategy shall be included in the draft planning scheme as if it were a specific objective under section 95(1)(b).

(5) Where an area designated under section 166 is situated within the functional area of two or more planning authorities the functions conferred on a planning authority under this Part shall be exercised—

(a) jointly by the planning authorities concerned, or

(b) by one of the authorities, provided that the consent of the other authority or authorities, as appropriate, is obtained prior to the making of the scheme under section 169, and the words “planning authority” shall be construed accordingly.

LOCAL STATUTORY CONTEXT

DUBLIN CITY DEVELOPMENT PLAN (2022-2028)

The subject site falls within the jurisdiction of the Dublin City Development Plan 2022-2028.

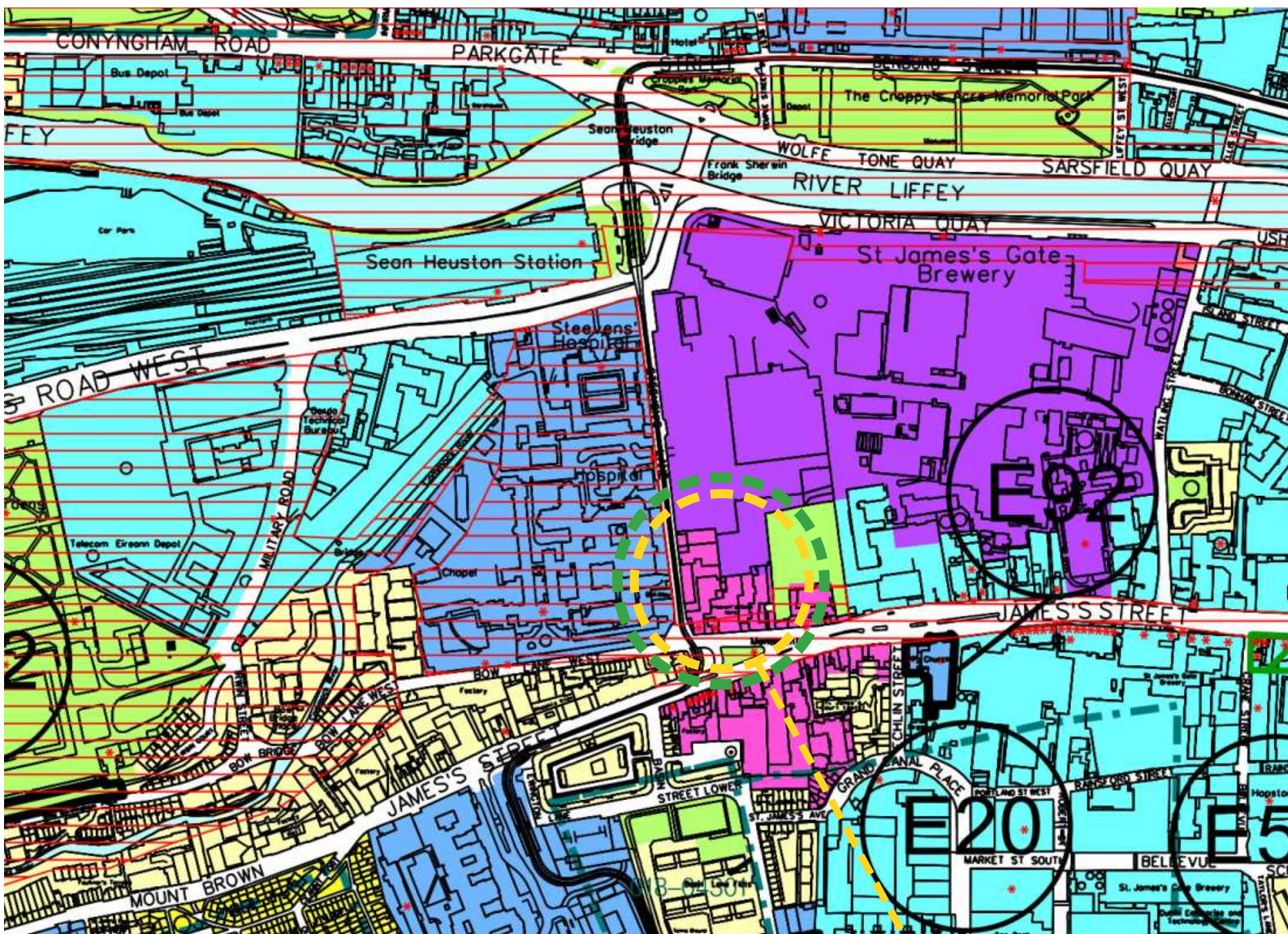
The site is **zoned Z4 - District Centre** under the Dublin City Development Plan and is located adjacent to **Special Development and Regeneration Area (SDRA) 7**, indicating its strategic importance within the wider regeneration context of the city.

Z4 zoning in the Dublin City Development Plan 2022-2028 relates to **Key Urban Villages and Urban Villages**, which are identified as important local centres that support sustainable neighbourhood living. The objective of Z4 is to provide for and improve mixed-use local centres that serve the day-to-day needs of surrounding communities, incorporating a blend of residential, retail, commercial, community and service uses within a walk-able, accessible environment. These areas play a key role in delivering the “15-minute city” concept by concentrating activity and services at a local level.

Z4 - PERMISSIBLE USES

Amusement/leisure complex, assisted living/retirement home, bed and breakfast, buildings for the health, safety and welfare of the public, café/tearoom, car park, car trading, childcare facility, civic offices, community facility, craft centre/ craft shop, cultural/recreational building and uses, delicatessen, education, embassy office, enterprise centre, financial institution, garden centre/ plant nursery, guest house, halting site, home-based economic activity, hostel (tourist), hotel, industry (light), live-work units, media-associated uses, medical and related consultants, mobility hub, motor sales showroom, office, off-licence, off-licence (part), open space, park and ride facility, petrol station, place of public worship, primary health care centre, public house, **public service installation**, recycling facility, residential, restaurant, science and technology-based industry, shop (district), shop (local), shop (neighbourhood), sports facility and recreational uses, take-away, training centre, veterinary surgery.

The subject proposal is a permissible use as a ‘public service installation’.



PRIMARY LAND USE ZONING CATEGORIES⁴

Zone Z1	Sustainable Residential Neighbourhoods	
Zone Z2	Residential Neighbourhoods (Conservation Areas)	
Zone Z3	Neighbourhood Centres	
Zone Z4	Key Urban Villages / Urban Villages	
Zone Z5	City Centre	
Zone Z6	Employment/Enterprise	
Zone Z7	Employment (Heavy)	

SPECIFIC OBJECTIVES

Conservation Areas	
Architectural Conservation Areas	
Protected Structures: [RPS takes precedence]	***
Record of Monuments and Places (RMP)	
Record of Monuments and Places (RMP)	
National Monuments	
COMAH establishments (SEVESO establishments)	
LAP (Local Area Plan) & SDZ (Special Development Zone)	
Dublin Airport Outer Public Safety Zone	
Dublin Airport Noise Zones	
ROADS	
Roads, Street and Bridge Schemes	

Site Location

04 | SITE ANALYSIS

URBAN CONTEXT - IMAGE OF THE CITY

Steeven's Lane has a pronounced corridor-like character, which is not unusual when analysed within an urban design context. This condition can be understood through the framework set out by Kevin Lynch in *The Image of the City* (1960), which explores how people perceive and navigate urban environments. Lynch identifies key elements that shape spatial experience, including paths and edges, both of which are strongly evident along Steeven's Lane.

The street functions as a linear movement route, while the continuous high boundary walls and limited permeability reinforce a sense of enclosure. These characteristics contribute to a constrained and inward-facing spatial experience, with limited visual connection to the surrounding urban fabric.

KEVIN LYNCH - ELEMENTS OF THE CITY IMAGES

1. Paths

- Channels of movement: streets, routes, corridors people travel along – Steeven's Lane would be considered a PATH in the context. Often there is a desire for permeability in the city but in this case it is not practical or possible.
- Primary organiser of how people experience and navigate a place
- Can be defined by continuity, direction, and sequence of views
- Strong paths have clear edges, consistent character, and recognisable nodes
- Often the dominant element in people's mental maps

2. Edges (Boundaries)

- Linear elements forming boundaries or breaks (walls, rivers, railways) – Steeven's Lane is along and edge
- Can act as barriers or seams depending on permeability
- Help define limits of areas and structure the city
- Strong edges are visually continuous and clearly defined
- Weak edges lead to blurred or poorly defined spatial structure

3. Districts

- Medium-to-large areas with a distinct identity or character – Diageo Site, Train Station and lines, Phoenix Park, Kilmainham
- Recognised by common traits (use, scale, material, atmosphere)
- People mentally “enter” and “leave” districts
- Strong districts have clear boundaries and internal coherence
- Key to orientation at a broader urban scale

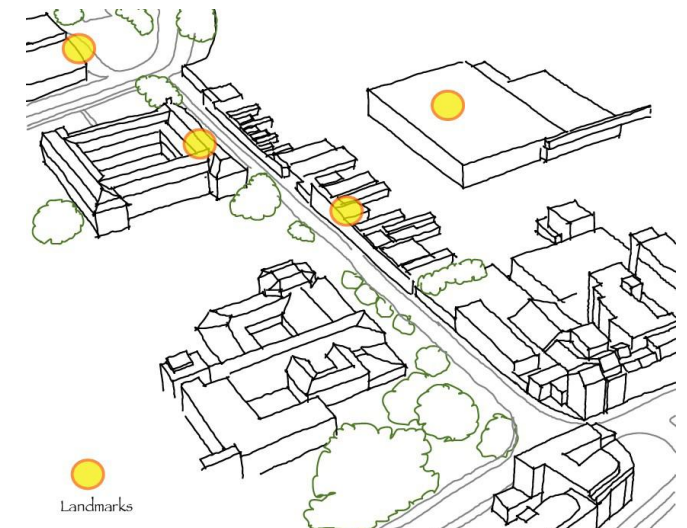
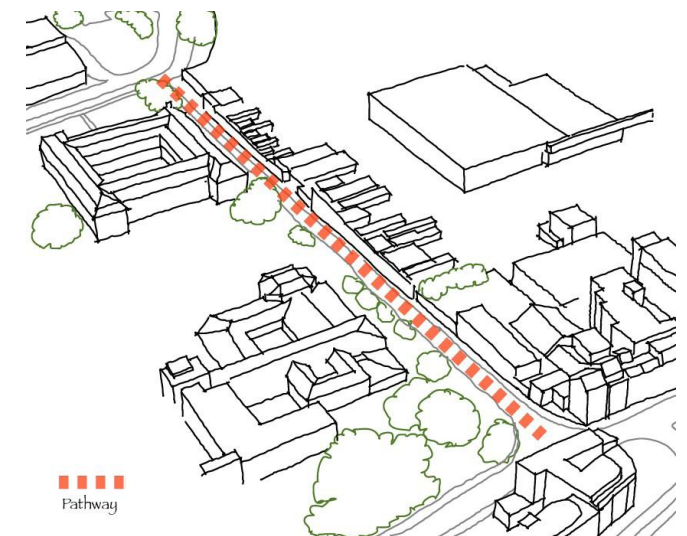
4. Nodes

- Strategic points of focus, intersection, or activity – Heuston Station
- Often occur at junctions, squares, or transport hubs
- Act as decision points in movement through a city
- Strong nodes are visually prominent and functionally active
- Can organise surrounding structure and reinforce path networks

5. Landmarks

- External reference points used for orientation – Heuston Station, Guinness Diageo Site, Criminal Courts
- Typically visually distinct and recognisable (towers, monuments)
- Seen from a distance or along routes
- Help people anchor themselves spatially
- Most effective when unique, visible, and consistently identifiable

The urban context of the site exhibits a notably rich spatial structure when considered through Kevin Lynch's framework of the five elements of the city. Steeven's Lane functions clearly as a path, forming a linear movement corridor that connects the key node of Heuston Station with the southern parts of the city via the Luas network. The presence of significant landmarks, including the Guinness Brewery, Heuston Station, and Dr. Steevens' Hospital, contributes to a strong sense of identity and orientation within the area. The Diageo (Guinness) lands also define a substantial district, while simultaneously forming a pronounced edge along the site through their continuous boundary treatment. This combination of elements creates a legible and structured urban environment, which in turn informs and underpins the design approach for the proposed development.



SITE ACCESS / TRANSPORT

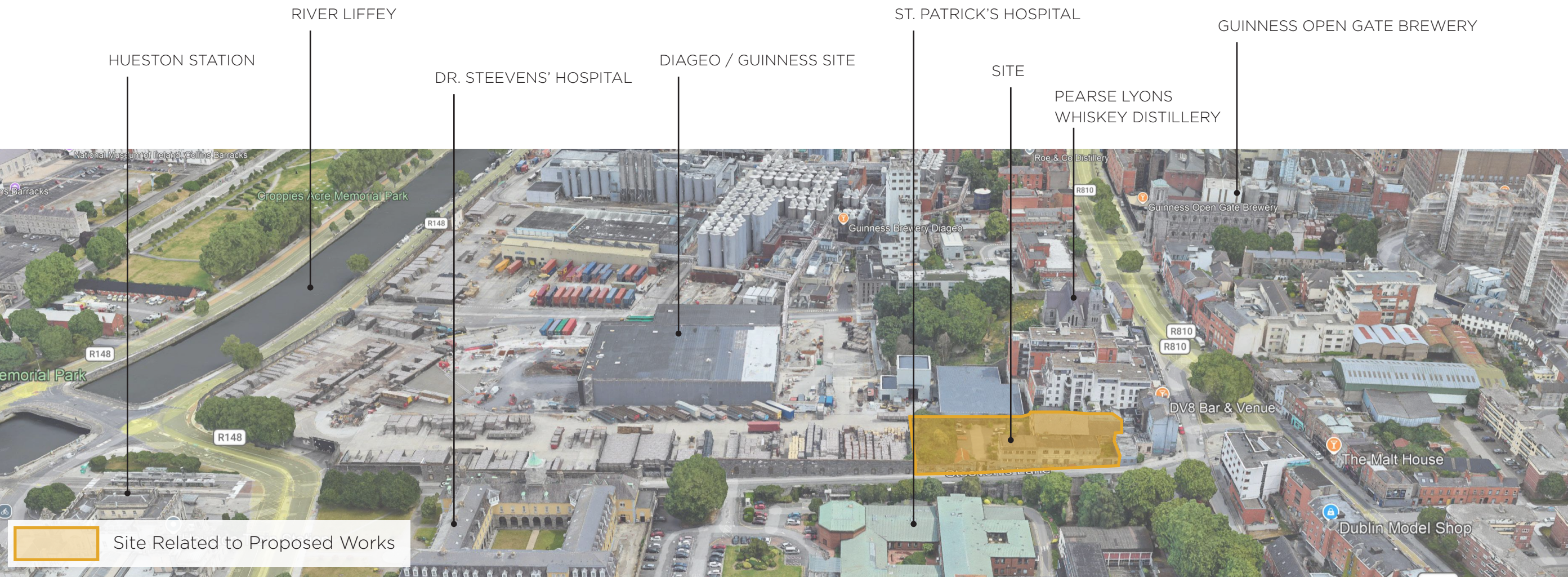
The site at Steeven's Lane is exceptionally well served by public transport and is located within one of the most accessible parts of the city. It lies within immediate walking distance of **Heuston Station**, one of Dublin's principal national rail hubs, providing intercity and commuter rail services, while also connecting directly to the Luas Red Line. The **James's Luas stop**, located adjacent to St. James's Hospital, is within a short walk and provides high-frequency tram services across the city, linking the area to the city centre, Docklands and Tallaght/Saggart corridors. In addition, multiple Dublin Bus routes operate along James's Street and the surrounding road network, offering extensive connectivity across the wider city and suburbs, with stops located within approximately 3-5 minutes' walk of the site.

During operation, access for routine maintenance and inspection will be via the entrance on Steeven's Lane and will typically involve ESNB standard yellow vans. The Victoria Quay access through the Diageo site will only be utilised for large maintenance works where the delivery or removal of large equipment, such as transformers or switchgear, is required, as agreed with Diageo. As the facility will typically be unmanned, there will be visits to the site for scheduled and unscheduled inspections, maintenance and repairs as necessary. Typically, scheduled inspections and maintenance works would generate, on average, two to four visits a month.



- Red Line Site Boundary
- Site Related to Proposed Works

STEEVEN'S LANE, DUBLIN 8



The subject site at Textile House is situated within a historically and architecturally rich urban context, with a number of significant buildings and sites in the immediate vicinity. To the north lies the River Liffey, forming a key natural boundary within the city.

Heuston Station, also located to the north, is a major national transport hub dating from the mid-19th century and is a Protected Structure of significant architectural importance. To the north and east, the extensive Diageo (Guinness) Brewery lands comprise a long-established industrial complex with origins in the 18th century, continuing in active industrial use today. Dr. Steevens' Hospital, located to the north west, is an early 18th-century institutional building of considerable heritage value, now in administrative use.

Directly opposite the site to the west is St. Patrick's Hospital, founded in 1746 by Jonathan Swift, which remains in use as a mental health facility. To the east, the Pearse Lyons Whiskey Distillery is housed within the former St. James's Church, an 18th-century ecclesiastical structure now adapted for distillery use, representing a notable example of reuse of a Protected Structure.



STEEVEN'S LANE, VIEW FROM JUNCTION OF BOW LANE WEST



STEEVEN'S LANE, VIEW FROM HEUSTON STATION

NEIGHBOURING PROPERTIES



GUINNESS / DIAGEO PROPERTIES



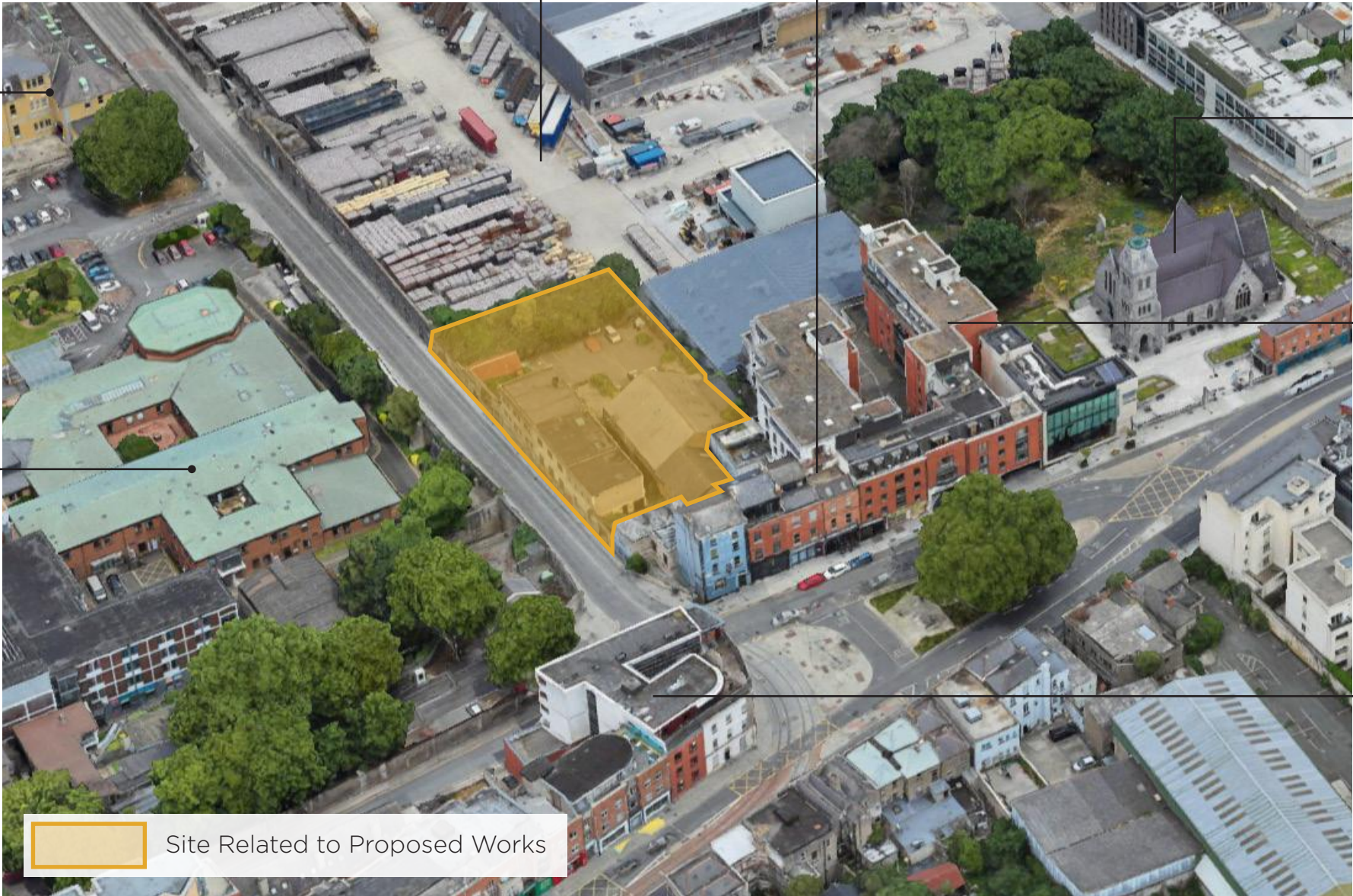
131-134 JAMES'S STREET & STEEVEN'S
GATE APARTMENTS



DR. STEEVENS' HOSPITAL



ST. PATRICKS HOSPITAL



PEARSE LYONS
DISTILLERY BREWERY



STEEVEN'S GATE APARTMENTS



SUNDIAL HOUSE APARTMENTS

PROTECTED STRUCTURES IN THE VICINITY



HEUSTON STATION



DR. STEEVENS' HOSPITAL



PEARSE LYONS DISTILLERY BREWERY



PEARSE LYONS DISTILLERY BREWERY

EXISTING HEIGHTS, GRAIN, AND BUILDING USES

The surrounding area is characterised by a varied but generally moderate building height profile, typically ranging from 3 to 4 storeys, interspersed with larger institutional and industrial structures associated with adjacent lands such as the Guinness Brewery and St. James's Hospital.

Land uses in the vicinity are diverse, comprising a mix of institutional (healthcare and administrative), transport infrastructure, industrial/brewery operations, and limited commercial and cultural uses, reflecting the area's historic and functional evolution.

The urban grain is notably irregular and fragmented, with fine-grained historic plots largely obscured by expansive single-ownership sites and enclosed by high boundary walls, particularly along Steeven's Lane. This results in a coarse-grained urban structure with limited permeability and strong edge conditions, where large blocks and institutional lands dominate over traditional street-based development patterns.

05 | DESIGN STRATEGY

DESIGN PRINCIPLES

The design of the proposed substation at Steevens' Lane has been guided by key urban design principles consistent with those established in the Dublin City Development Plan and applicable national design guidance. These principles informed the architectural approach from the outset and are reflected throughout the development of the proposal:

- Promote innovative, high-quality urban design on brownfield and under-utilised sites.
- Ensure development is context-sensitive, responding to surrounding built form and character.
- Support the creation of a vibrant and active public realm.
- Require appropriate, durable and complementary materials and finishes.
- Encourage sustainable design, including low-carbon materials and reuse of construction waste.
- Integrate landscaping and ecological features into the site design.
- Ensure boundary treatments, including walls, railings, fences and gates, are coordinated as part of the overall architectural design and enhance visual character.

DESIGN CONCEPT

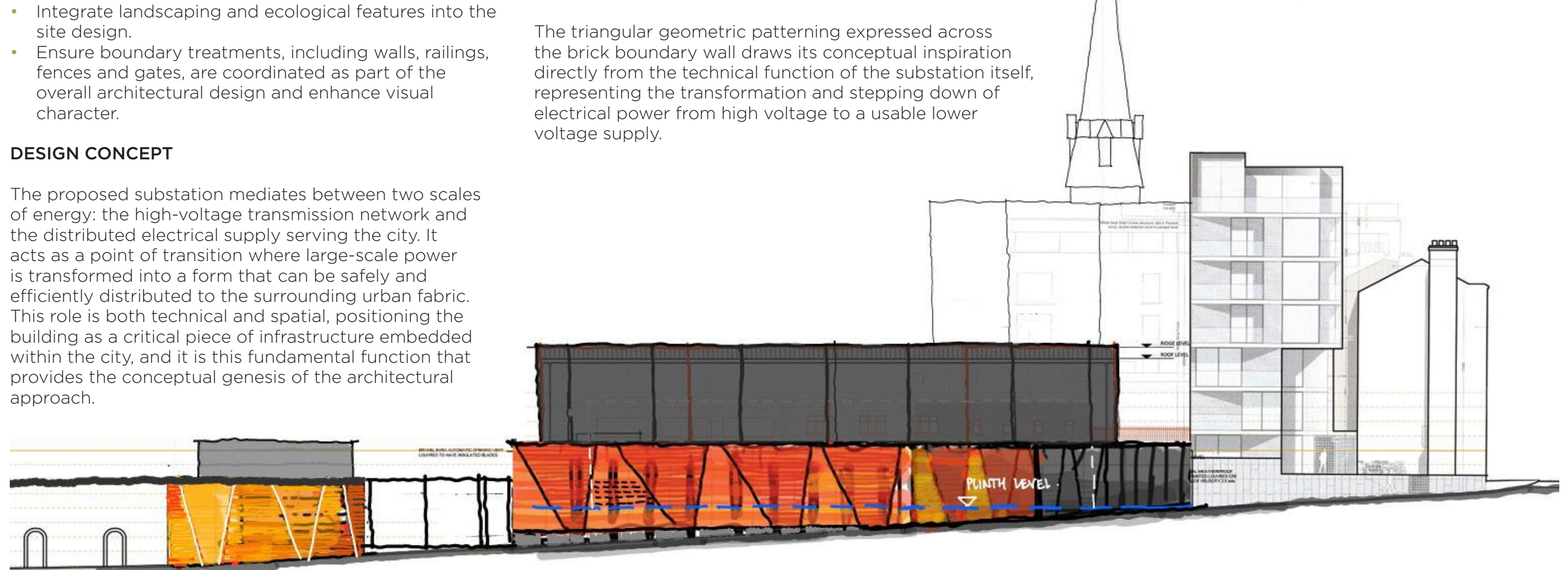
The proposed substation mediates between two scales of energy: the high-voltage transmission network and the distributed electrical supply serving the city. It acts as a point of transition where large-scale power is transformed into a form that can be safely and efficiently distributed to the surrounding urban fabric. This role is both technical and spatial, positioning the building as a critical piece of infrastructure embedded within the city, and it is this fundamental function that provides the conceptual genesis of the architectural approach.

This process of transformation finds a parallel in the ordering principles of Georgian Dublin, where architecture organised urban life through proportion, rhythm and hierarchy. Georgian streets and terraces established clarity and coherence through repetition, measured variation, and a strong relationship between individual elements and the overall composition. These principles provide a conceptual framework for the design, allowing the building to respond to its historic context in a manner that is both contemporary and grounded in the city's architectural tradition. The building adopts these principles to give architectural expression to the transformation of energy, with repetitive bays and articulated surface elements evoking the disciplined order of the Georgian terrace, establishing a clear rhythm along the elevation that breaks down the scale of the building and creates a more legible and human-scaled interface with the street.

The triangular geometric patterning expressed across the brick boundary wall draws its conceptual inspiration directly from the technical function of the substation itself, representing the transformation and stepping down of electrical power from high voltage to a usable lower voltage supply.

Just as the substation receives power at 110kV and reduces it progressively for distribution, the triangular forms cascade and diminish across the facade in a rhythmic, sequential manner, giving visual expression to an invisible but essential technical process and embedding a layer of conceptual meaning that connects the architecture directly and deliberately to the infrastructure it contains.

Rather than extending the masonry treatment along the full length, the introduction of finely detailed steel panels with expressed 25mm vertical ribs provides a clear and legible break in materiality, signaling the change in ownership, function and architectural language. The restrained palette, robust detailing and black architectural finish allow the boundary to recede visually while maintaining a strong sense of order and permanence.



Sketch Design of Proposal from Steeven's Lane

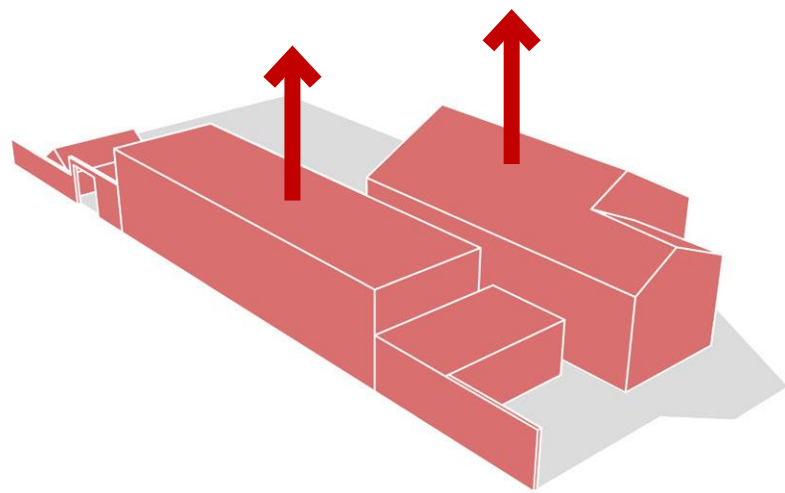
Note: Approved proposal for development (Planning Ref. 3912/23) at 134 James Street shown to the right of the proposal

DESIGN RESPONSE

The design response to the identified principles and constraints can be summarised as follows:

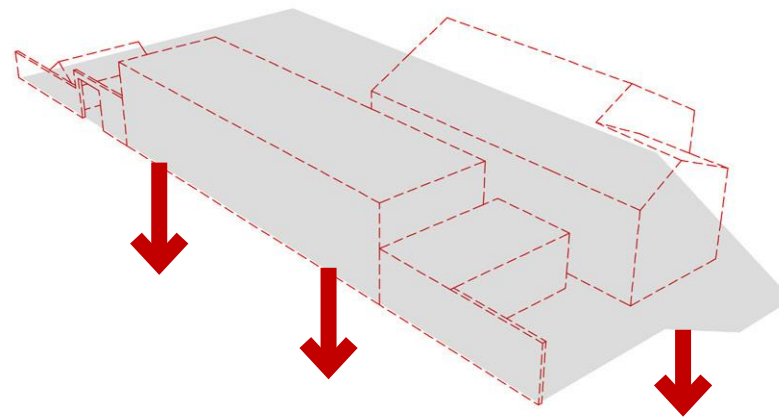
- The substation is designed as a robust but carefully articulated infrastructure building, integrated within its historic urban context.
- A continuous brick frontage and considered massing strategy reinforce the existing streetscape enclosure along Steevens' Lane.
- The architectural approach avoids pastiche whilst maintaining a clear dialogue with the surrounding heritage fabric.
- High-quality red brick and dark metal cladding reference the Guinness industrial palette and the wider Liberties context.
- The articulated facade treatment and triangular brick detailing reduce visual monotony and express the substation's technical function.
- The boundary treatment integrates operational security requirements within a considered and coherent architectural composition.
- Material selection prioritises durability, permanence and contextual sensitivity appropriate to critical infrastructure.
- The development makes a positive contribution to the public realm along Steevens' Lane through material quality, facade articulation and landscape treatment. Siting and massing have been carefully considered to minimise impacts on nearby protected structures and key views.

While the building remains necessarily solid and secure in response to its function, the articulation of its surfaces ensures that it contributes positively to the streetscape. The facade is conceived as a layered surface rather than a flat boundary, offering visual interest and a sense of crafted quality without compromising operational requirements. The result is an infrastructural building that acknowledges its civic role while referencing the architectural language that defines Dublin's historic urban fabric, demonstrating that essential infrastructure can be both functionally efficient and architecturally considered, making a meaningful contribution to the character and identity of the city.



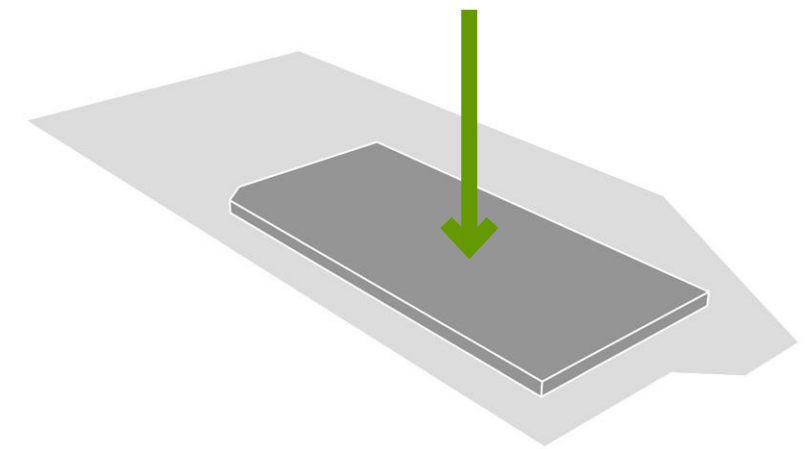
01 | EXISTING BUILDINGS TO BE DEMOLISHED

- The site currently contains a number of existing structures within the Diageo/Guinness complex
- These buildings are to be cleared in their entirety to facilitate the proposed development
- Demolition of the existing fabric allows the site to be regraded and prepared for the new substation infrastructure



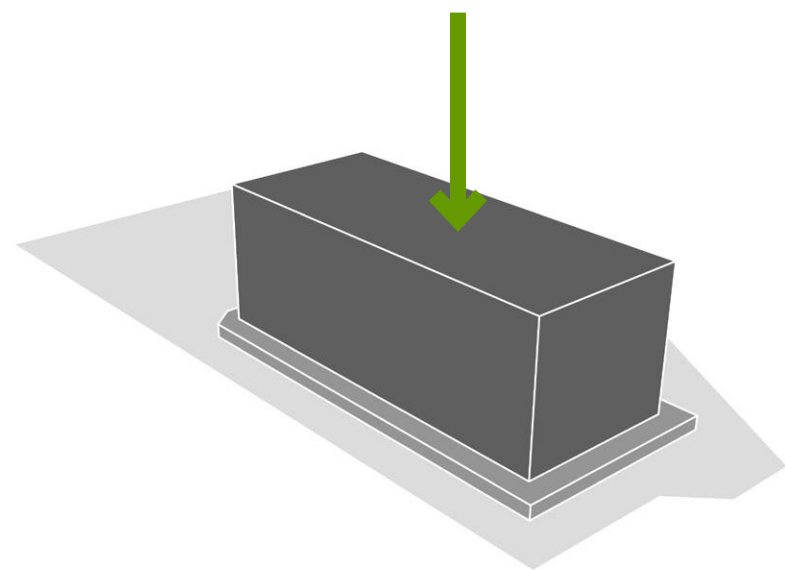
02 | SITE DROPPED AND LEVELLED

- The overall site level is cut and filled to reduce the finished floor level relative to existing ground conditions
- Lowering the site correspondingly reduces the overall height of the new substation building
- This deliberate massing strategy minimises the visual impact of the development as experienced from Steeven's Lane and wider viewpoints



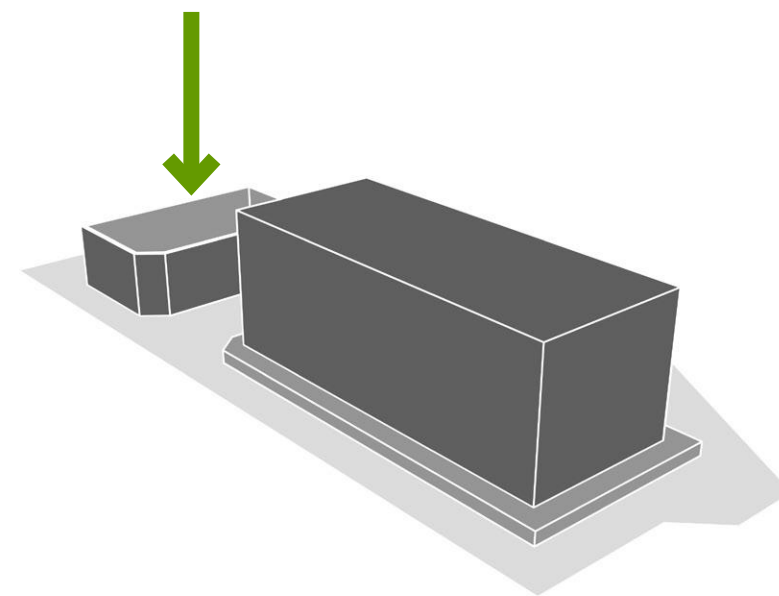
03 | NEW PLINTH

- A new concrete plinth is introduced providing a level and stable base for the substation
- The plinth establishes a clear datum from which the substation building and boundary wall are set out



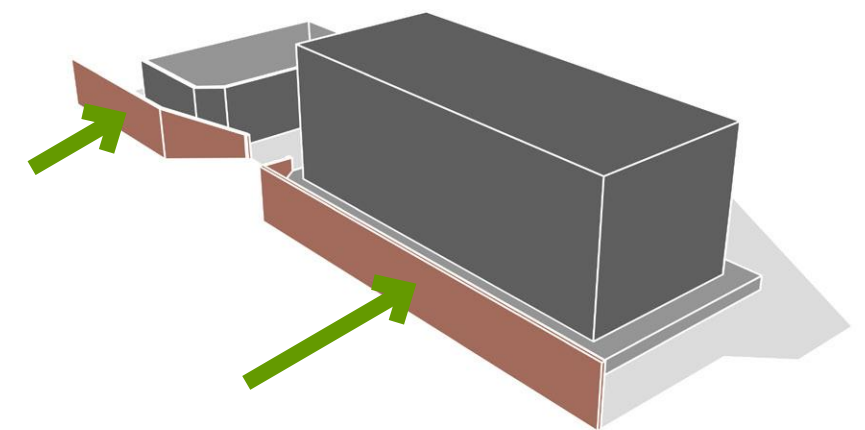
04 | 110KV SUBSTATION

- The principal GIS substation building is positioned on the plinth, set back from the Steevens' Lane boundary
- The building accommodates the high-voltage electrical equipment and associated infrastructure
- Its rectilinear form is clad in dark anthracite metal composite panels, with expressed horizontal and vertical lines lending a refined industrial quality



05 | TRANSFORMER COMPOUND

- The transformer compound is introduced adjacent to the substation building, completing the operational infrastructure of the facility
- The compound accommodates the transformer units required to step down the 110kV supply for distribution to the wider network
- Together, the substation building and transformer compound form the complete technical heart of the development



06 | NEW RED BRICK BOUNDARY WALL

- The red brick boundary wall runs along the Steevens' Lane frontage, wrapping the site and defining its public edge
- The wall is articulated with a series of triangular motifs of diminishing scale, drawing conceptual inspiration from the stepping down of electrical power from 110kV to a usable distributed supply
- The boundary wall integrates the vehicular access gate, mediating between the operational security and its civic responsibility to contribute positively to the streetscape

PUBLIC REALM ANIMATION

The proposed public realm strategy seeks to introduce visual animation and architectural articulation along the site boundary, addressing the inherently enclosed character of Steeven's Lane. While the boundary wall remains intentionally robust and continuous, its design incorporates a subtle **zig-zag modulation in scale**, transitioning from larger to smaller elements to break down the perceived mass and introduce a human-scaled rhythm.

The brickwork is carefully composed using a varied palette of **oranges, reds and yellows**, complemented by **champagne-coloured mortar joints and expressed expansion lines**, creating depth and richness in the façade. A combination of **vertical and horizontal brick orientations**, together with **recessed and projecting brickwork**, generates shadow, texture, and visual interest along the length of the wall. While the wall remains solid with no openings or transparency, this layered approach ensures a dynamic and engaging streetscape, contributing positively to the public realm despite the absence of permeability.

DESIGN AND SUSTAINABILITY

The proposed substation has been designed with sustainability as a core consideration, recognising the inherent tension between the environmental ambitions of contemporary development and the industrial scale of critical energy infrastructure. At a strategic level, the facility itself makes a direct and significant contribution to the sustainable development of Dublin city, enabling the increased electrification of the urban network and supporting the transition away from fossil fuel dependency that is central to Ireland's national climate action commitments.

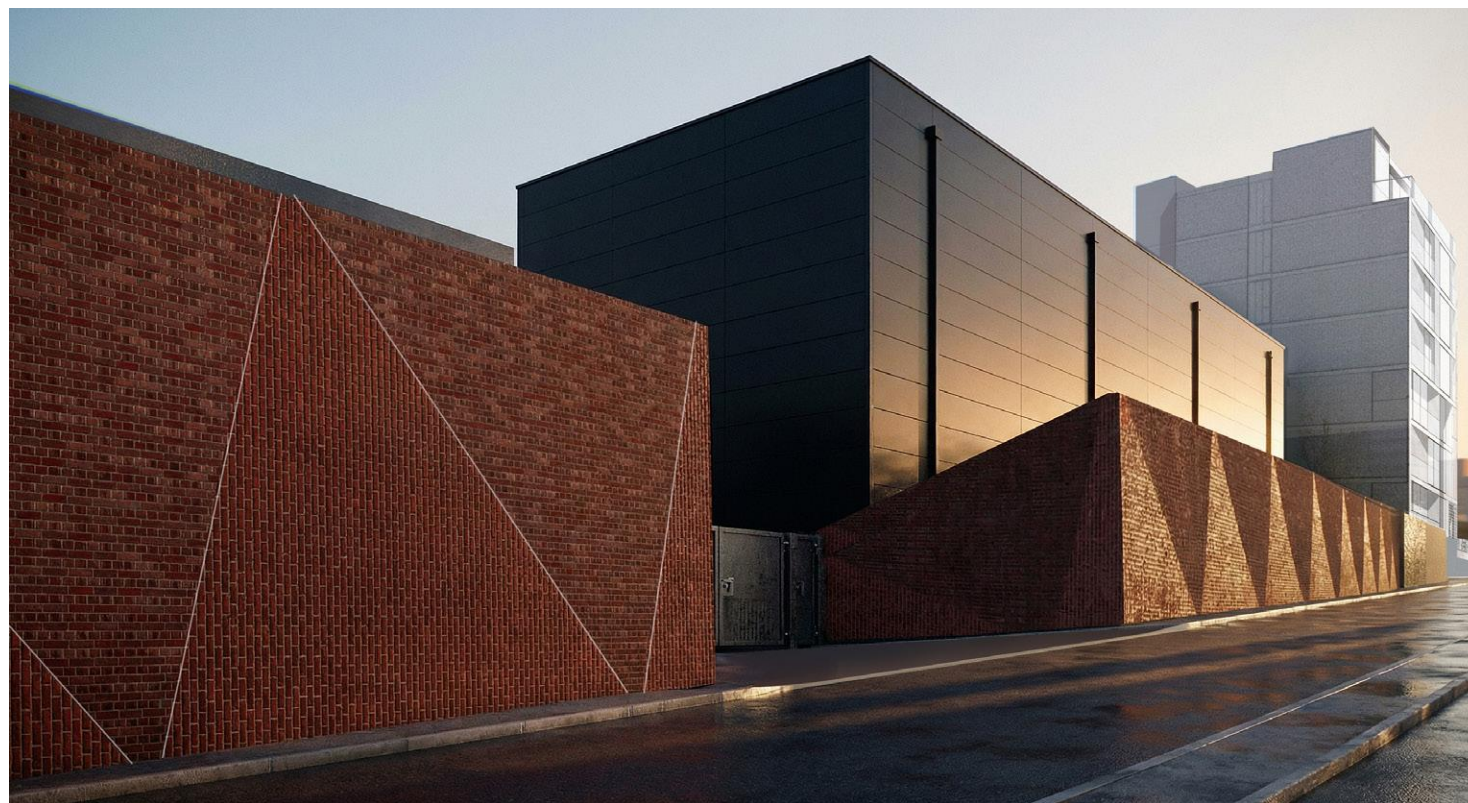
The consolidation of the development within a single, clearly defined site boundary minimises land take and avoids unnecessary sprawl, whilst the robust material palette of **brick and metal cladding** has been selected with **longevity and durability** in mind, reducing the need for frequent maintenance or replacement over the lifetime of the facility. The use of red brick, a material of proven durability and **low maintenance** requirement, further supports the sustainability ambitions of the scheme, ensuring that the environmental cost of the building's construction is amortised effectively over its operational life.

SCALE AND FORM

The overall scale, configuration, and internal organisation of the proposed Gas Insulated Switchgear (GIS) substation building are determined by a number of key technical requirements inherent to the electrical infrastructure it is designed to house.

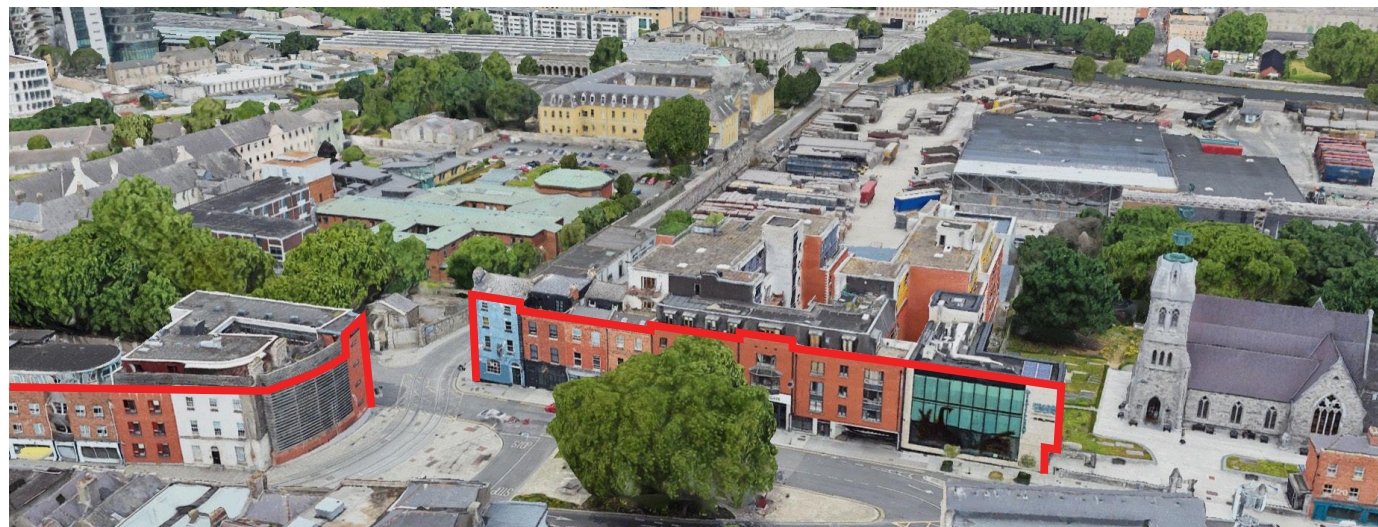
The building footprint, in terms of both length and width, is governed by the spatial requirements of the GIS equipment layout, the number of circuit bays to be accommodated, and the electrical safety clearances mandated between components. In the case of the Steevens' Lane substation, the building is required to house 8 × 110 kV GIS bays and 14 × MV GIS bays, which directly informs the extent of the building footprint.

Building height is similarly dictated by technical constraints. The overhead maintenance crane, which must operate above the 110 kV GIS equipment, requires sufficient vertical clearance to function safely and effectively. Height is further influenced by the minimum bend radius of the 110 kV cables, which terminate at the underside of the GIS equipment and must be accommodated without compromise to their performance or integrity.



Concept Image: sunset view towards Proposal from Steeven's Lane including approved proposal for development at 134 James Street in white (Planning Ref. 3912/23)

HEIGHT ANALYSIS



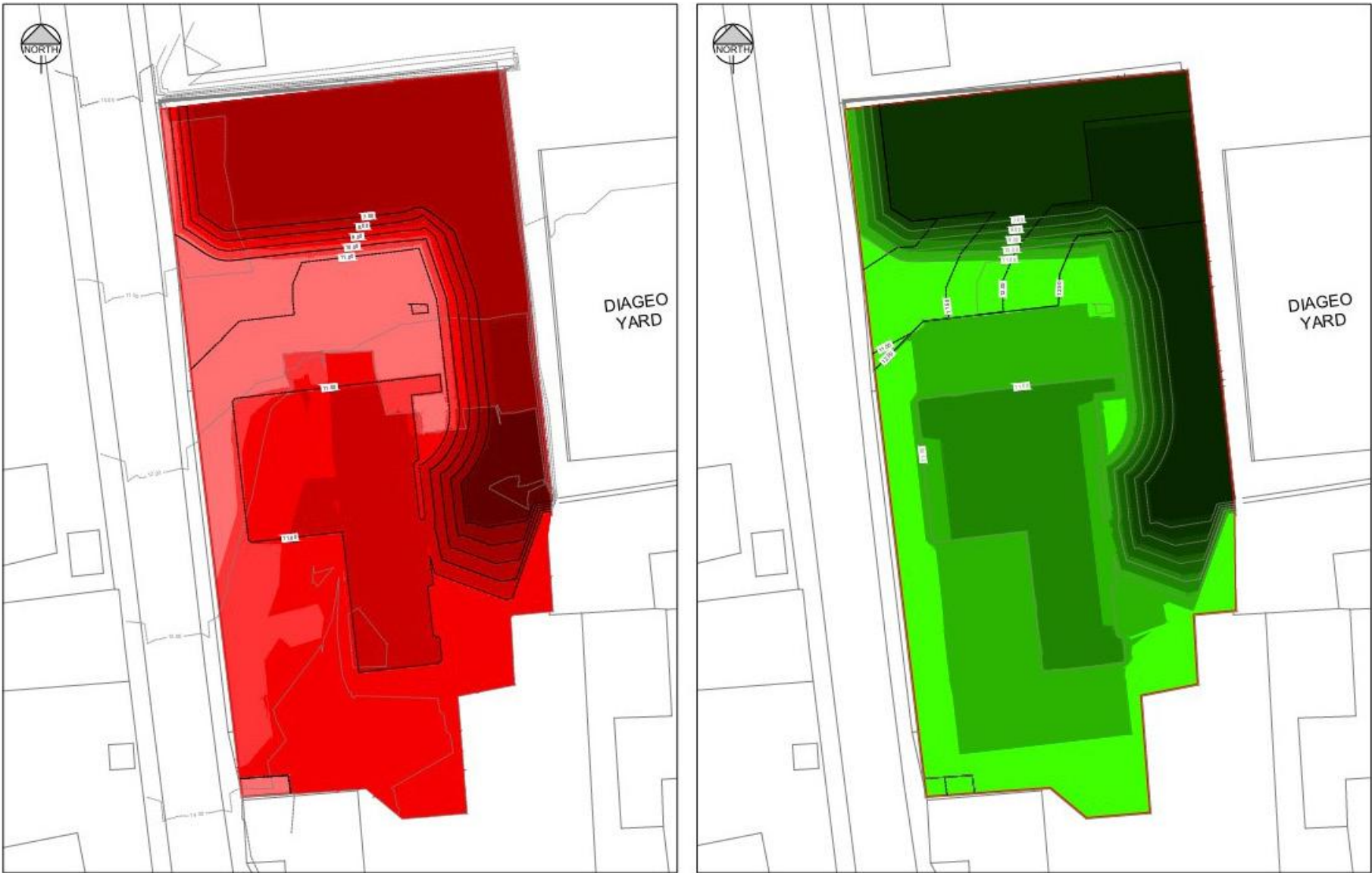
HEIGHT STRATEGY

The proposed development adopts a height and massing strategy that is consistent with the prevailing urban context, which is generally characterised by **3 to 4-storey buildings**. The substation structure is designed to align with the upper end of this range, presenting as the equivalent of a **4-storey building**.

This scale reflects the surrounding built environment, including adjacent institutional and industrial structures, while maintaining an appropriate relationship with the street. The massing is carefully controlled to sit comfortably within the established height profile, ensuring that the development integrates with the existing urban grain and does not appear overly dominant within the streetscape.



HEIGHT ANALYSIS



LEGEND	
12.00	FORMATION SURFACE CONTOUR
11.00	EXISTING SURFACE CONTOUR

TOTAL CUT VOLUME: 7,242.45 m³

SURFACE LEVEL DATA CUT			
NUMBER	MINIMUM LEVEL	MAXIMUM LEVEL	COLOUR
1	-8.063	-7.000	
2	-7.000	-6.000	
3	-6.000	-5.000	
4	-5.000	-4.000	
5	-4.000	-3.000	
6	-3.000	-2.000	
7	-2.000	-1.000	
8	-1.000	0.533	

LEGEND	
11.00	PROPOSED SURFACE CONTOUR
12.00	FORMATION SURFACE CONTOUR

SURFACE LEVEL DATA FILL			
NUMBER	MINIMUM LEVEL	MAXIMUM LEVEL	COLOUR
1	-0.327	1.000	
2	1.000	2.000	
3	2.000	3.000	
4	3.000	4.000	
5	4.000	5.000	
6	5.000	6.000	
7	6.000	6.681	

LEVELLING STRATEGY

The overall site level will be cut and filled as part of the proposed development, forming an integral component of the broader massing strategy and reflecting a proactive and considered response to the visual sensitivities of the surrounding historic context. By reducing the finished floor level of the substation building relative to existing ground conditions, the overall height and visual mass of the principal structure above the boundary wall will be correspondingly reduced. This deliberate manipulation of site levels ensures that the necessary scale and volume of the substation building is appropriately contained and mediated, minimising the visual impact of the development as experienced from the public realm along Steeven's Lane and from more distant viewpoints across the wider cityscape, without compromising the operational and technical requirements of the facility.

TOTAL FILL COMPOUND VOLUME: 6495.02 m ³	
TOTAL IMPORT ROAD VOLUME: 15.356 m ³	
TOTAL AREA COMPOUND ACCESS ROAD: 56.873 m ²	
- 40mm SMA 10 SURF 40/60	2.275 m ³
- 60mm SMA 10 BIN 40/60	4.550 m ³
- 150mm CL 804	8.531 m ³
TOTAL IMPORT BUILDING VOLUME: 1224.94 m ³	
- SR21 T1 STONE	1224.94 m ³
TOTAL IMPORT FOOTPATH VOLUME: 25.64 m ³	
TOTAL AREA COMPOUND FOOTPATH: 256.436 m ²	
- 100mm THICK CONCRETE	25.64 m ³
VOLUME MATERIAL TO FINISH COMPOUND LEVEL: 4805.944 m ³	
TOTAL AREA COMPOUND: 1196.073 m ²	
- 40mm PA 10 PMB SURF	47.843 m ³
- 80mm PA 20 DENSE BIN 70/100 DES	95.686 m ³
- 150mm 10/63 CLEAN HARD AGGREGATE	179.411 m ³
- 200mm 6.3/10 CLEAN HARD AGGREGATE	239.215 m ³
- 6F2 MATERIAL	4186.379 m ³



EXISTING VIEW FROM JAMES STREET



PROPOSED VIEW FROM JAMES STREET
(Including approved proposal for development at 134 James Street,
Planning Ref. 3912/23)



EXISTING VIEW FROM BOW LANE / JAMES STREET JUNCTION



PROPOSED VIEW FROM BOW LANE / JAMES STREET JUNCTION
(Including approved proposal for development at 134 James Street,
Planning Ref. 3912/23)



EXISTING VIEW FROM STEEVEN'S LANE (LOOKING SOUTH)



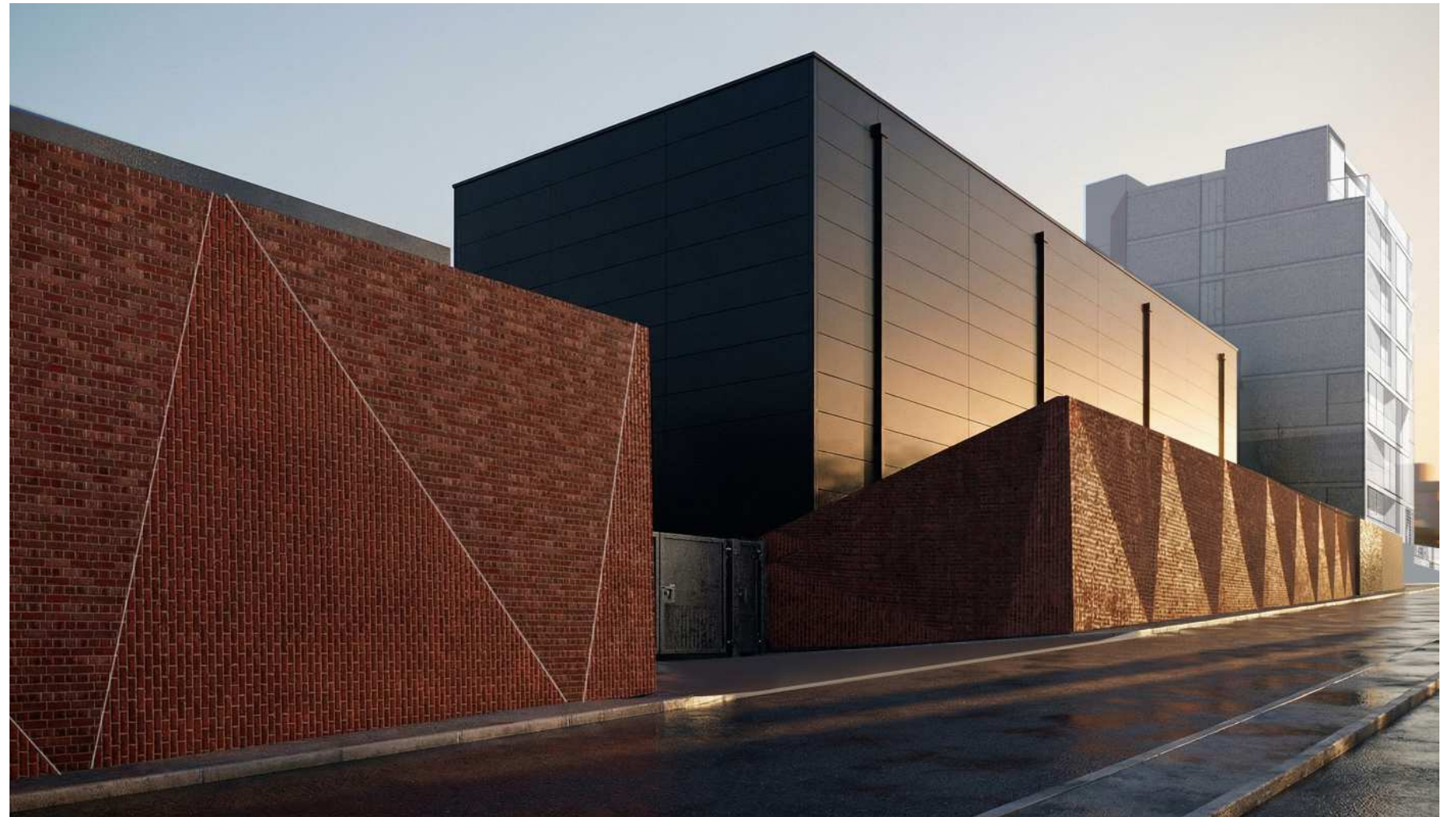
PROPOSED VIEW FROM STEEVEN'S LANE (LOOKING SOUTH)
(Including approved proposal for development at 134 James Street,
Planning Ref. 3912/23)

MATERIALS & TYPOLOGIES

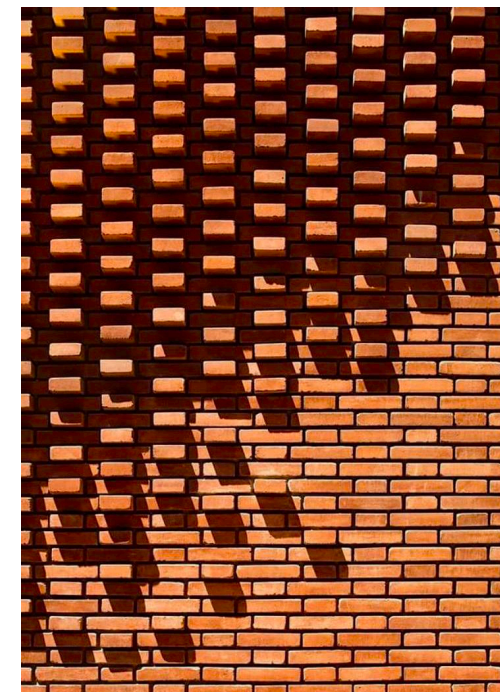
The material strategy draws direct inspiration from the **industrial vernacular** of the wider Diageo/ Guinness complex, where the bold combination of **dark metal cladding and rich red brickwork** has long defined the character of the brewery buildings; this established material relationship provides a clear and **compelling precedent** for the proposed GIS building finishes, ensuring that the new facility reads as a coherent and contextually integrated addition to the existing complex rather than an intrusion within it.

A **brick typology** is adopted as the primary material expression, reflecting both the historic fabric and the enduring, utilitarian nature of the site's surroundings. The palette of **warm-toned bricks in reds, oranges and yellows** is intended to echo the richness and variation found in traditional Dublin brickwork, while introducing a contemporary interpretation through detailing and composition.

The use of **contrasting champagne-coloured mortar joints and expressed movement joints** reinforces the crafted quality of the façade and enhances legibility at a pedestrian scale. The wall is conceived as a **solid, continuous element**, consistent with the prevailing urban grain and strong edge conditions, but is carefully articulated through variation in bond, depth, and orientation to create visual interest. This approach establishes a durable, contextually responsive architectural language that aligns with both the typological and material character of the area.



View towards Proposal from Steeven's Lane including approved proposal for development at 134 James Street in white (Planning Ref. 3912/23)



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