Outlook

ACP-324596-26 - 110kV Substation at a site fronting onto Steeven's Lane, Dublin 8 - Dublin City Council Submission

From Oliver O'Leary <oliver.oleary@dublincity.ie>
Date Tue 10/20/2026 2:54 PM
To SIDS <sids@pleanala.ie>
Cc Peter Nelson <peter.nelson@dublincity.ie>; Nicola Conlon <nicola.conlon@dublincity.ie>; Brian Keaney <brian.keaney@dublincity.ie>

1 attachment (798 KB)
ACP-324596-26 Steevens House Steevens Lane Dublin 8 - Dublin City Council Submission.pdf;

You don't often get email from oliver.oleary@dublincity.ie. Learn why this is important

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Dear Sir/Madam,
In response to your letter (signed by Ellen) dated 27th August 2026, please find official submission from Dublin City Council attached.
I would be obliged if an acknowledgement can be issued accordingly.
Kind regards,
Ollie

Oilibhéar O'Laoire | Oifigeach Foirne Cúnta
Rannóg na Clárlainne Pleanála | An Roinn Pleanála, Maoine & Forbartha Eacnamaíochta | Comhairle Cathrach Bhaile Átha Cliath | Bloc 4 Urlár 0 | Oifigí na Cathrach | An Ché Adhmaid | Baile Átha Cliath 8 | Éire.

Oliver O'Leary | Assistant Staff Officer
Planning Registry Section | Planning, Property & Economic Development Department | Dublin City Council | Block 4 Floor 0 | Civic Offices | Wood Quay | Dublin 8 | Ireland.

T +353 1 222 3700 | M +353 87 171 9488 | E oliver.oleary@dublincity.ie | www.dublincity.ie

Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

To An Coimisiún Pleanála

Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

Dublin City Council Observations in relation to the proposed development of a of a Strategic Infrastructure Development (SID) (Electricity Transmission Development) in accordance with Section 182A of the Planning and Development Act 2000, as amended, at Steeven's Lane, Dublin 8

ACP-324596-26

INTRODUCTION

A planning application has been lodged directly by the Electricity Supply Board (ESB) with An Coimisiún Pleanála for approval in respect of a Strategic Infrastructure Development (SID) (Electricity Transmission Development) in accordance with Section 182A of the Planning and Development Act 2000, as amended, for a 110k substation on Steeven's Lane Dublin 8 D08 C8D0.

An Coimisiún Pleanála (ACP), as the consenting authority, will decide to grant or refuse this application.

PROCEDURE

The application has been lodged with An Coimisiún Pleanála (ACP) under Section 182A of the Planning and Development Act 2000, as amended. The proposed development has been determined by ACP to be Strategic Infrastructure Development (SID) following the conclusion of a pre-application consultation process between ACP and The Electricity Supply Board (ESB) in accordance with Section 182E of the Planning and Development Act 2000 (as amended).

The application was lodged with An Coimisiún Pleanála on 25th August 2026.

An online pre-planning consultation meeting with DCC was held on 9th June 2026 in accordance with Section 247 of the Planning and Development Act 2000, (as amended) [hereafter referred to as the 'PDA 2000']. The purpose of this consultation was to allow the planning authority to consider the proposed development in principle and to provide ESB with guidance on relevant policies and objectives to be considered in the design of the project.

PROPOSED DEVELOPMENT

The Proposed Development comprises of:

- Construction of a 110kV Substation at a site fronting onto Steeven's Lane, Dublin and associated underground grid connection works located in lands within the Diageo site complex and within the public road network along Bow Lane West, James's Street and Echlin Street, Dublin 8.
- Part of the proposed development is located within the Diageo Lands that are subject to an Industrial Emissions (IE) Licence (Ref.no P0301-04). Part of the proposed development are also located within the curtilage of a number of protected structures.

(RPM DU018-440, RPM DUO018-473, RMP DU018-474, RMP DU018-020346, RMP DU018-468).

- The proposed development will include the following elements:

i. Demolition of all existing buildings on site including a former office building, warehouse and storage shed.

ii. The construction of 110kW / MV substation compound with the following electrical plant with the substation:
    a. A two storey 110kv / MV Gas Insulated Switchgear (GIS) building. (c.559 m^2, 14.1m in height).
    b. Two bunded 110kV / MV transformers in transformer bays (c. 5.75 m in hight) and surrounding fire walls (c. 6.1 m high) and associated electoral equipment.
    c. All associated and ancillary site development and infrastructural works, including site clearance, demolition of existing western boundary wall and gates, provision of new boundary treatments and gates along the northern and northeastern site boundary, provision of new boundary treatment along the southern and southeastern site boundary, site services including electrical circuits, lighting, telecommunications and drainage.

iii. The installation of six 110kV underground cables (UGC) circuits connecting the proposed Steeven's Lane 110kV substation to key locations, including:
    a. Loop-in connection joint bays on the existing Francis Street – Heuston Square 110kV circuit at Bow Lane West and Echlin Street / James Street.
    b. Diageo's 110kV substation (subject to a separate and future process) and
    c. Ducting for future use to be terminated in joint bays at St James Gate Medical car park, north of James' Street.
    d. The combined total length of the circuits is approximately 1.5km, and they will be installed as either double or single circuits.

iv. The installation of 14 circuits MV UGC between the proposed substation and new joint bays at St. James's Gate Medical car park, north of James's Street.

SITE LOCATION

The proposed 110kV substation is located on a site fronting onto Steeven's Lane, Dublin 8. The red line Luas runs along Steeven's Lane. Saint Patrick's Hospital is on the opposite side of Steeven's Lane and to the west of the site. The site is part of the wider Diageo lands which is to the north and east of the proposed development site. The submitted documentation indicates the site has an area of c.1.73 ha.

The subject site currently contains existing buildings which appear to be vacant and an associated yard area. The buildings on site include Textile House, an office building and a single storey shed. It is proposed to demolish these buildings.

ZONING

The proposed development is located on lands zoned Z4 'Key Urban Villages/Urban Villages' as identified in the CDP. The objective of this zoning is: "*To provide for and improve mixed-services facilities*."

Under this zoning objective, a 'public service installation' is a permissible use. This use is defined in *Appendix 15 – Land Use Definitions* of the CDP 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*."

RECENT AND RELEVANT PLANNING HISTORY

Subject Site

- **WEB 2085/26** Diageo Brewery. Permission granted on the 4th August 2026 for a reduction to the size of a reduction to the size of the permitted brewery extension.
- **WEB 2597/26** Diageo Brewery. Permission granted on the 13th August 2026 for Four external beer storage tanks located to the west of the existing Brewhouse which is located centrally within the brewery. The proposals include a high-level stairs and gantry providing access to instrumentation located at the top of the tanks.
- **WEB 5400/25** Diageo Brewery Permission granted on the 8th December 2025 for the demolition of existing silo structure and other works on site and erection of an extension to the northern elevation of the brewhouse building to provide storage for brewing materials. The proposal will comprise silos screened to match the existing building.
- **WEB 5920/25** Permission granted on 17th April 2026 for alterations to existing masonry wall adjacent to Gate 112 on James Street with the insertion of a new pedestrian gateway for staff to safely enter the South Lotts of the Brewery. The proposal also involves a new pedestrian gateway in an existing metal fence over brick wall adjacent to Gate 4 for staff to safely pass from Grand Canal Place through to Portland Street West**.**
- **WEB 2598/26** 107, James's Street, Dublin 8. Permission granted on 19th August 2026 for repairs to roof and roof finishes, structures and rainwater goods, the rebuilding of a previously demolished chimney to its original scale and design on the east elevation, gable restoration on the west elevation, and some internal repairs to ceilings located directly below the roof and all associated and ancillary works and services
- **WEB 2472/24** Permission granted on 14th January 2025 for a 10-year permission for works to facilitate the decarbonisation of the brewery and water recovery on site.
- **4530/19** Diageo Brewery Permission granted on 22nd January 2020 for proposed development will consist of: (1) The construction of a forklift building with a return to the north and a metal canopy projecting from a section of the west elevation The building will comprise of: a work area and gantry; office; breakroom; and storage area.

Adjoining Sites to the South

- **3912/23** Permission granted on 15th January 2024 for the redevelopment, conservation, refurbishment and change of use of No. 134 James's Street, and the corner of Steeven's Lane, (a protected structure) and construction of an annex building/extension to rear to provide a residential development comprising a total of 15 no. residential units. Not constructed to date.

- **ACP 314056** Permission granted on 19th December 2023 for the Liffey Valley to City Centre Core Bus Corridor Scheme. Currently under construction

RELEVANT NATIONAL, REGIONAL AND LOCAL POLICIES

National Policy:
Ireland's National Energy and Climate Plan 2021-2030

Ireland's National Energy and Climate Plan 2021-2030 (NECP) was prepared to incorporate all planned policies and measures that were identified up to the end of 2019, which collectively deliver a 30% reduction by 2030 (from 2005 levels) of non-emissions trading system (ETS) greenhouse gas emissions. With regard for electricity infrastructure, the NECP commits to achieving the following goals by 2030:

• “Reduce CO2 eq. emissions from the sector by 50–55% relative to 2030 pre-NDP projections;
• Deliver an early and complete phase-out of coal- and peat-fired electricity generation;
• Increase electricity generated from renewable sources to 70%, indicatively comprised of:
• at least 3.5 GW of offshore renewable energy
• up to 1.5 GW of grid-scale solar energy
• up to 8.2 GW total of increased onshore wind capacity
• Meet 15% of electricity demand by renewable sources contracted under Corporate PPAs”.

Government Policy Statement on Security of Electricity Supply

The Government Policy Statement on Security of Electricity Supply6 was published in 2021 and sets out a number of updates to national policy in the context of the Programme for Government commitments relevant to the electricity sector, planning authorities and developers. The policy statement notes that:

“Ensuring security of electricity supply continues to be a national priority as the electricity system decarbonises towards net zero emissions;

• There is a need for very significant investment in additional flexible conventional electricity generation, electricity grid infrastructure, interconnection and storage in order to ensure security of electricity supply;
• In advance of the development of new conventional electricity generation capacity, there is a need to retain existing conventional electricity generation capacity in order to ensure security of electricity supply”.

National Planning Framework – Project Ireland 2040 (First Revision)

Project Ireland 2040 is the Government’s long-term overarching development strategy for the sustainable development of Ireland. The National Development Plan 2021-2030 (NDP), which was updated on the 22nd of July 2025 and the National Planning Framework (NPF) combine to form Project Ireland 2040. The NPF sets the vision and strategy for the development of Ireland until 2040 and the NDP provides the enabling investment to implement that strategy.

National Policy Objective 71 is relevant to the current application. Objective 71 is to ‘Support the development and upgrading of the national electricity grid infrastructure, including the supporting the delivery of renewal electricity generating development.’

National Development Plan Review 2025

The NDP sets out funding priorities for national, regional, and local projects based on the National Strategic Outcomes contained in the NPF. Investment. Chapter 5.8 of the NDP outlines that investment in grid infrastructure will enable ESB and EirGrid ‘to significantly increase capital investment to expand electricity transmissions and distribution network infrastructure.’

Regional Policy:

Regional Spatial and Economic Strategy for the Eastern and Midlands Region 2019-2031

The *Eastern and Midland Regional Assembly’s Regional Spatial and Economic Strategy, 2019- 203114* (the RSES) outlines the spatial and economic policies and targets for the region. The RSES, prepared in accordance with the NPF, sets the context for each local authority

within the Eastern and Midland Region to develop county and city development plans in a manner that will ensure that national, regional and local plans align. Regional Policy Objectives (RPOs) provide a framework for city and county development plans and align with international, EU and national policy.

Section 7.9 of the RSES relates to climate change and stresses the need to ensure that future development in the region will be transitioned to a low carbon usage. The following RPOs are of particular relevance to the Proposed Development:

RPO 10.20 - Energy Infrastructure: *"Support and facilitate the development of enhanced electricity and gas supplies, and associated networks, to serve the existing and future needs of the Region and facilitate new transmission infrastructure projects that might be brought forward in the lifetime of this Strategy. This Includes the delivery of the necessary integration of transmission network requirements to facilitate linkages of renewable energy proposals to the electricity and gas transmission grid in a sustainable and timely manner subject to appropriate environmental assessment and the planning process."*
RPO 10.22 - Energy Infrastructure: *"Support the reinforcement and strengthening of the electricity transmission and distribution network to facilitate planned growth and transmission/ distribution of a renewable energy focused generation across the major demand centres to support an island population of 8 million people."*
RPO 10.23 - Energy Infrastructure: *"Support EirGrid's Implementation Plan 2017 – 2022 and Transmission Development Plan (TDP) 2016 and any subsequent plans prepared during the lifetime of the RSES that facilitate the timely delivery of major investment projects subject to appropriate environmental assessment and the outcome of the planning process, in particular:*
• Support reinforcement of the Greater Dublin Area between Dunstown and Woodland 400 kV substations to increase the capacity of the often congested and highly loaded Dublin transmission network to enable the transmission system to safely accommodate more diverse power flows and also facilitate future load growth in the area
• Support the installation of additional transformer capacity and increased circuit capacity to meet Dublin demand growth to strengthen the network for all electricity users and improve the security and quality of supply…"
RPO 10.24 - Energy Infrastructure*: "Support the sustainable development of Ireland's offshore renewable energy resources in accordance with the Department of Communications, Energy and Natural Resources 'Offshore Renewable Energy Development Plan' and any successor thereof including any associated domestic and international grid connection enhancements."*
Having regard for the above, it is highlighted that the Proposed Development forms part of the wider Powering Up Dublin Project, which is fully in accordance with, and supported by, the RSES's climate change and energy infrastructure RPOs. The Proposed Development will significantly improve electricity infrastructure and security of supply in Dublin, thereby supporting demand growth and facilitating greater amounts of renewable energy onto the network.

Local Policy

Dublin City Development Plan 2022-2028
The *Dublin City Development Plan 2022-202815* (the CDP) serves as the key planning policy document for the Dublin City Council (DCC) administrative area and includes policy objectives and development standards for all development types. The aim of the CDP is to improve the quality of life for its citizens and ensure that Dublin City is an attractive place to live, work and visit. The following sections consider relevant polices and guidelines from the CDP as relevant to the Proposed Development.

Chapter 9 Energy Infrastructure and Climate Action
Chapter 9 of the CDP relates to 'Sustainable Environmental Infrastructure and Flood Risk' and notes the following as a strategic issue: "*facilitating the provision of critical energy utilities and the transition to alternative, renewable, decarbonised and decentralised energy sources*".

Relevant objectives regarding energy infrastructure are noted below:

SI49 - Support for Energy Utilities: "*To support the development of enhanced electricity gas supplies, and associated transmission and distribution networks, to serve the existing and future needs of the City, and to facilitate new transmission infrastructure projects and technologies including those to facilitate linkages of renewable energy proposals to the electricity and gas transmission grid that might be brought forward in the lifetime of this Plan. In this respect, the City Council will have regard to the 'Guiding Principles' for facilitating the provision of energy networks set out by the Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy (2019-2031)."*

SI51 - Renewable Energy Use and Generation: "*To promote renewable energy generation, use and storage at appropriate locations within the built and natural environment to meet national objectives towards achieving a low carbon economy by 2050."*

SIO28 - EirGrid Development Strategy: *"To support EirGrid's Grid Development Strategy - Your Grid, Your Tomorrow (2017), Implementation Plan 2017 - 2022 and Transmission Development Plan (TDP) 2016 and any subsequent plans prepared during the lifetime of this Plan, in order to provide for the safe, secure and reliable supply of electricity."*

SIO30 - Facilitating Offshore Renewable Energy: "*To support the sustainable development of Ireland's offshore renewable energy resources in accordance with the National Marine Planning Framework (2021) and Offshore Renewable Energy Development Plan (2019) and its successor, including any associated domestic and international grid connection enhancements."*

BHA26.4 Archaeological Heritage
Development proposals within the Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994, notification of sites over 0.5 hectares size with potential underwater impacts and of sites listed in the Dublin City Industrial Heritage Record, will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged.

Land Use Zoning Objectives
The proposed development is located on lands zoned Z4 'Key Urban Villages/Urban Villages' as identified in the CDP. The objective of this zoning is:
"*To provide for and improve mixed-services facilities*."

Under this zoning objective, a 'public service installation' is a permissible use. This use is defined in *Appendix 15 – Land Use Definitions* of the CDP 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*."

Strategic Development Regeneration Area

Chapter 13 of the CDP identifies 19 no. Strategic Development Regeneration Areas (SDRAs) and sets out the overarching framework and guiding principles for the future development of each these areas. The CDP notes that these SDRAs are capable of delivering significant quantities of homes and employment for the city and key supporting infrastructure.

The Proposed Development is located within the northern portion of 'SDRA 15 Liberties and Newmarket Square'.

For each SDRA, a series of additional, area-specific guiding principles are set out and indicated on an accompanying plan. Of particular relevance to the proposed development are the following guideline principles that relate specifically to the Guisnness Lands. These include:

"Improvements to the pedestrian and amenity quality of the connection between Heuston Station and St. James's Hospital should be pursed. Future redevelopment of the lands fronting Steeven's Lane should be designed to contribute to the need for improvement".

Architectural and Urban Design Parameters

Chapter 15 of the CDP sets out development standards and criteria to be considered in the development management process so that development proposals can be assessed both in terms of how they contribute to the achievement of the core strategy and related policies and objectives. Section 15.4.2 of the CDP has regard for architectural and urban design and notes that:

"Imaginative, innovative and contemporary architecture is encouraged in all development proposals, provided that it respects Dublin's heritage and local distinctiveness and enriches the city environment. Through its design, use of materials and finishes, development will make a positive contribution to the townscape and urban realm, and to its environmental performance.

Through the use of high quality materials and finishes and the appropriate building form, the architectural quality of development should positively contribute to the urban design and streetscape, enhancing the overall quality of the urban environment. In particular, development should respond creatively to and respect and enhance its context".

The CDP notes that underutilised lands and brownfield sites should be developed with consideration for the following inter alia:

- *"To encourage innovative, high quality urban design and architectural detail in all new development proposals.*
- *To analyse and review the surrounding built environment to ensure the new development is consistent with the character of the area.*
- *To contribute to the streetscape creating active and vibrant public realm.*
- *To provide for appropriate materials and finishes in the context of the surrounding buildings.*
- *To carefully integrate appropriate landscape planting and trees and retain and ecological features on the site".*

Section 15.5.7 of the CDP relates to materials and finishes and notes that developments the following are required of all new developments:

- *"To ensure materials and finishes complement the existing pallet of materials in the surrounding area.*
- *Promote durability to ensure a good visual appearance over time.*

The design and layout of buildings, together with the robustness of materials used in their construction, should be such as to discourage graffiti, vandalism and other forms of anti-social activity.

• *To support the use of structural materials that have low to zero embodied energy and CO2 emissions as well as the use of sustainably sourced building materials and the reuse of demolition and excavated materials."*

Section 15.6.13 of the CDP relates to boundary treatment and notes that:
• *"Walls, fences, metal railings and gates used to define spaces and their usage all impact on the visual character and the quality of a development. These should be selected so as to be an integrated part of overall design".*

The site is adjacent to James's Street/Thomas Street (west end) a priority Architectural Conservation Area. This is one of 16 ACA which will be progressed over the development plan period.

INTERDEPARTMENTAL REPORTS:

Transportation & Public Realm Department
No objection subject to recommended conditions. Content of report included below.

Drainage: No objection subject to recommended conditions

Parks, Biodiversity and Landscape Services: A number of conditions recommended

Archaeology Section: A number of conditions are recommended

PLANNING ASSESSMENT

This is a Strategic Infrastructure Development for a 110kV Substation at a site fronting onto Steeven's Lane, Dublin and associated underground grid connection works located in lands within the Diageo site complex and within the public road network along Bow Lane West, James's Street and Echlin Street, Dublin 8. The stated project objective is to add capacity and improve distribution security of supply for the Dublin Southwest Inner-City Area.

The Dubin Southwest Inner City and surrounding area is served by three 110kV substations – Inchicore, Francis Street and Huston Station and five 38kV substations The Planning and Environmental Considerations Report submitted with the application notes that following a detailed network assessment and investment appraisal, ESBN has identified that the existing infrastructure will not be sufficient to accommodate projected demand growth and connection requirements. The existing 38kV substations are approaching or exceeding their capacity limits and confirmed and anticipated load growth from multiple large-scale development is forecast to exceed available capacity. These includes Diageo's St. James's Gate decarbonisation project, increased demand at St. James's Hospital as part of its campus redevelopment, mixed use developments at the Guinness Quarter and Large-Scale Residential Development in the area.

It is noted that the proposed development will provide essential network reinforcement and additional capacity, supporting a number of strategic objectives including:

- Offloading existing 38kV substation to improve system resilience, operational flexibility, ad security of supply.
- Increased Medium Voltage (MV) capacity and enhancing interconnectivity, and security of supply.

- Facilitating major customers connections, including industrial healthcare and transport infrastructure developments.
- Supporting national decarbonisation objectives through electrification of heat, transport infrastructure and industry.

The proposed development is located on lands zoned 'Key Urban Villages/Urban Villages' as identified in the CDP. The objective of this zoning is: "*To provide for and improve mixed-services facilities*." Under this zoning objective, a 'public service installation' is a permissible use.
This use is defined in Appendix 15 of the Dublin City Development Plan 2022-2028. Public services include all service installations necessary for electricity, gas, telephone, radio, telecommunications, television, data transmission, drainage, including wastewater treatment plants.

It is noted that lands surrounding the subject site are varied in terms of zoning, with lands to the north zoned for employment (heavy) and lands to the west zoned for community and social infrastructure uses.

In this regard and given the site adjoins an area zoned for employment (heavy) it is considered that the proposed development is acceptable within the land use zoning objective for the subject site.

The proposed development is located within the northern portion of 'SDRA15 Liberties and Newmarket Square''. Area-specific guiding principles which is of relevance states that improvements to the pedestrian and amenity quality of the connection between Heuston Station and St. James's Hospital should be pursed. Future redevelopment of the lands fronting Steeven's Lane should be designed to contribute to this need for improvement.

It is recognised that the proposed development will represent an improvement to the street scape along Steeven's Lane as it will replace vacant building on poor condition. It is, however, unfortunate that the proposed development will not provide an active street frontage along this section of Steeven's Lane.

Visual Impacts:
The proposed development will introduce a substation building which is relatively large in scale into a receiving urban landscape comprised of commercial, institutional and residential uses.

The proposed development provides for 2 new buildings. The larger building contains the substation. This is set back from the Steevens' Lane boundary and is clad in dark anthracite metal composite panels with expressed horizontal lines. The second building is to the north of the site at a lower level. This contains the transformer compound which accommodates the transformer units required to step down hr 110kV supply for distribution. This is clad in similar materials to the substation.

A red brick boundary wall is proposed along the Steeven's Lane frontage. This is articulated with a series of triangular motifs. This boundary wall integrates with the vehicular access gate. It is considered that the given the scale and nature of the proposed development effort has been made to contribute required improvements to streetscape quality and therefore the pedestrian and amenity quality of the connection between Heuston Station and St. James's Hospital

The proposed substation is approximately 14.1m in height, while the proposed transformer compound is 6.1m in height. The buildings are of significant scale and are likely to have a significant visual impact specially when views along Steevens Street. A photomontage study has been submitted with the application. The most significant visual impact of the proposed

development will be when viewed along Steevens Street coming from Huston Station. Here the scale of the development will be apparent however the articulation of the boundary wall and the building will help to reduce the visual impact to an acceptable level.

It can be seen in the photomontages when viewed from Huston Station the visual impact of the proposed development will be reduced by the existing stone building in front of the substation. Its impact will be further lessened by the development of the apartment building on 134 James Street (ref: 3912/23), if built. The visual impact of the proposed development when viewed from the north quays will be considerable reduced by the existing industrial building in the Diageo site and the residential developments on James Street.

Landscaping and Biodiversity:
A preliminary bat survey has been submitted with the application. The Parks, Biodiversity and Landscaping Service in their report stated the 18th of September 2026, note this survey however they consider that the survey was carried out outside of the recommended bat survey period. It is recommended that a suitable bat survey be carried out be ensure no risk of harm to these protected species.

It is recommended that, should permission be granted a condition be attached required adequate bat survey of the site, including the buildings.

The Parks, Biodiversity and Landscaping Service in their report stated that as site area is overlooked by apartment buildings and to mitigate the visual impact of the proposals a landscape scheme should be considered for the site. This may include a planted boundary strip along the eastern wall boundary, a green roof on the GIS building and the possible setback of the proposed Steeven's lane boundary wall to introduce greening along this street.

It is considered that if permission is to be granted a condition be attached requiring the submission and agreement of a landscaping scheme for the proposed development which will soften the impact of the proposed development and will introduce landscaping along this section of Steevens Lane.

Drainage:
The Drainage Planning, Policy and Development Control (DPPDC) section has no objection to this development, subject to a number of recommendations and the developer complying with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.

Transportation:

The Transportation Planning Division note the following outcomes of pre-planning consultation meeting. They are detailed below:

National Transport Authority (NTA): A pre-planning consultation meeting with the took place on 28th May 2026, focusing on the proposed development's interaction with the Liffey Valley to City Centre Core Bus Corridor scheme. The outcomes of the meeting were:

- The BusConnects works on St James's Street will be substantially completed prior to commencement of ESB works.
- The most noticeable effect on Bus Connects services will occur during ESB's electrical works on James's Street, when traffic management measures will be in place on St James's Street.

- Future coordination will be required between ESB and the NTA regarding interactions between bus gate operations and related infrastructure.

Transport Infrastructure Ireland (TII) was consulted regarding the application, and a pre application meeting was held on Tuesday 21st April. The main transport-related points raised by TII were:

- The Project Team confirmed that all site access during construction would be via Diageo's main entrance on R148 Victoria Quay, so there would be no interaction with the LUAS on Steeven's Lane.
- TII highlighted Poor visibility from the current vehicle entrance on Steeven's Lane had resulted in several incidents with LUAS trams. The ESB Design team noted that the three existing accesses would be consolidated into one new access point, which would have compliant visibility splays, and would provide access into the site via a gate. The gate would be set back to allow vans to park off Steeven's Lane whilst the gate was opened. ′
- The ESB Design Team confirmed that the eastern footway on Steeven's Lane would need to be closed during construction works to allow demolition of existing buildings on site. SYSTRA presented the results of a Pedestrian Comfort Level Assessment (PCLA), and set out proposals for the diversion of pedestrians onto the western footway whilst the closure was in place.

Transportation Planning Division Comments

The Transport Planning Division are supportive of the proposed development and welcome the quality and detail of the material submitted. Their comments are as follows:

'Site Location

The Proposed Development site is located on unoccupied brownfield land owned by Diageo, immediately adjacent to the Diageo Guinness Brewery at James Street, Dublin 8, within the south inner city. The site currently comprises a number of vacant and derelict buildings, together with an associated yard area and can be accessed from existing access points on Steven's Lane or via the main Diageo site from Victoria Quay. The site further extends onto the public road on James's Street and Echlin Street.

It is bounded to the north and northeast by the industrial lands of the Guinness Brewery. Steeven's Lane forms the western boundary, serving primarily pedestrians, cyclists, and the Luas Red Line, with limited vehicular access restricted to the site and St Patrick's University Hospital located on the opposite side of Steeven's Lane. To the south, the Proposed Development site is bordered by mixed-use and residential properties, including 132 134 James's Street and Steeven's Gate Apartments.

Operational stage

Application documents state that during operation, access for routine maintenance and inspection will be via the new amended gated entrance on Steeven's Lane and will typically involve ESBN standard yellow vans. Access via Victoria Quay through the Diageo site will be limited to major maintenance works requiring the delivery or removal of large equipment, such as transformers or switchgear, in accordance with the existing agreement with Diageo. This arrangement will continue to provide access for HGVs and abnormal loads into the site, should this be required.

It is proposed that the facility will typically be unmanned, with visits to the site for scheduled and unscheduled inspections, maintenance and repairs as necessary. It is stated that typically, scheduled inspections and maintenance works would generate, on average, two to four visits

a month. As no car parking or cycle parking will be provided on site, and the number of vehicle trips generated during operation will be very low, the main considerations in terms of operational impacts relate to the safety and operation of the gated access on Steeven's Lane, and the interaction of ESB traffic with the LUAS line, and general traffic using Steeven's Lane Having regard to the consultation and agreement with TII and NTA, this arrangement is acceptable to this division.

Construction stage
As set out above, the proposal contains 2 main elements, the construction of the facility / compound on the Diageo lands and the installation of the caballing to connect with existing circuits within the adjacent public road network. The detail of the proposed works required during construction stages submitted as part of the application is broadly acceptable to this division.

In relation second element and potential impact upon the public road at locations with both LUAS line infrastructure, arterial bus routes and large volumes of traffic, cyclists and pedestrians, it is critical that the construction phases minimises any disruption to public transport and other users of the road network in the vicinity of the site. It is also noted that the proposal is in close proximity to St James's Hospital, which operates as a major national hospital and the country's largest acute academic teaching hospital. '

Transport Planning Division request that a condition be attached requiring the submission of a detailed Construction Management Plan for the written agreement of the planning authority in consultation with TII and the NTA.

Air:
The proposed demolition works will involve the demolition of existing structures, some of which are known or presumed to contains asbestos-containing materials (ACM). Prior to the commencement of demolition, it is proposed to remove ACM by licenced contractors using controlled methods, therefore reducing any potential risk to ab acceptable level.

During the construction stage a series of mitigation measures are proposed and included in the submitted oCEMP. This includes the preparation and implementation of a Dust Minimisation Plan. With these measures in place dust emissions during the construction are not expected to result in any significant adverse effects on local air quality.

The applicant states that once the development is operational there will be no significant direct emissions to the atmosphere. The substation will not produce emissions as there is no combustion process. No emissions from maintenance operation are envisaged.

Noise and Vibration:

A Noise and Vibration Impact Assessment has been submitted with the application. The assessment states that during the demolition and construction phases, temporary increases in noise levels are anticipated, particularly at the closest receptors located within approximately 5m of the site boundary. Precipitated noise levels indicate that, while certain short-duration activities such as demolition and oiling may approach or marginally exceed the adopted day time construction noise thresholds, thresholds, the effects will be intermittent, localised and limited in duration. Construction noise mitigation measures are proposed, these include selection of quiet plant and equipment, noise control at source, use of screening, managing and control of working hours and ongoing liaison with the public and stakeholders. With the implementation of the proposed mitigation measure the applicant considers that the demolition and construction noise impacts are considered temporary and not significant. It is considered given the mitigation measures proposed that that noise impact of the proposed development during construction have been adequately assessed and considered.

During the operational phase the principal noise source will be continuous transformer hum from the substation compound. The applicant noise modelling indicated that the predicated operational noise levels at the Noise Sensitive Receptors are significantly below the baseline background levels. No significant tonal or impulsive characteristics are expected to extend beyond the site boundary.

It is stated that with standard mitigation measures in place, cumulative noise and vibration effects during both construction and operational phases will not be significant.

It considered that subject to implementation of the mitigation measures outlined in the Noise and Vibration Impact Assessment the development will not give rise to significant adverse noise and vibration impacts and is therefore considered acceptable.

Conservation and Archaeology
An Archaeological Impact Assessment Report has been submitted with the application. The site is located within an area of significant archaeological potential (DU018-020). In the area of the substation and transformer site it is proposed to carryout archaeological testing across the site o include the footprints of all proposed buildings. The results of the testing will inform any further mitigation measures that may be required. All trench excavation for ESB cable trenches will be continuously archaeologically monitored.

The Archaeology Section has reviewed the relevant associated documents available online. This section recommends that the mitigation strategy for archaeological testing and monitoring contained in the submitted Archaeological Impact Assessment by ACAS be implemented in full. Further, the structures proposed for demolition should be subject to a Historic Building Survey (Level 3 Historic England Guidelines). They recommend two conditions to be attached to any grant of permission relating to the preparation of a Historic Buildings Survey and the implementation of the applicant's archaeology mitigation strategy.

The applicant has submitted a Conservation report which notes that the proposed development does not involve any direct alteration, demolition or intervention to any protected structures. Notwithstanding this a Construction Method Statement is proposed to ensure that construction activities are managed to avoid inadvertent damage to adjacent historic fabric and to preserve the character and integrity of the surround historic environment through the construction period. It is considered the Method Statement is acceptable and that the historic environment has been adequately considered.

Environmental Impact Assessment
An Environmental Impact Assessment Screening Report has been submitted with the application. An Coimisiún Pleanála are the competent authority with regard to Environmental Impact Assessment and should therefore satisfy themselves regarding the adequacy of documentation submitted.

Appropriate Assessment
An Coimisiún Pleanála are the competent authority with regard to Appropriate Assessment and should therefore satisfy themselves regarding the adequacy of documentation submitted in this respect.

All interdepartmental reports as discussed above as provided for in an Appendix at the end of the report.

Conclusion
It is recognised that the proposed development is critical for the city's growth. The proposed development is located in 'SDRA15 Liberties and Newmarket Square'. It is an objective of the Development Plan to ensure that regeneration of the area safeguards the Liberties' strong sense of community and cultural vibrancy into the future. The site is zoned Z4 'Key Urban Villages/Urban Villages' where it is the objective to provide for an improve mixed use service facilities. While the proposed development will not provide a mixed-use development, including residential, it will provide required infrastructure for this area of the city and will not be contrary to the stated objectives of SDRA 15. It is also considered that given the nature of the development and the construction and operational mitigation measures that the proposed development will not be seriously injurious to the residential amenities, both for existing and future occupant in the immediate area.

Overall, given the current need for the critical electricity infrastructure, the zoning of the site and its context adjacent Industrial zoned Diageo Lands, the planning authority are overall supportive of the proposal subject to final agreement of the design, materials and landscape treatments.

RECOMMENDED CONDITIONS
The Planning Authority recommends that certain conditions be attached should An Coimisiún Pleanála be minded to grant permission for this development.

1. All mitigation measures detailed in the submitted documentation, including the Ecological Impact Assessment and the Noise and Vibration Impact Assessment shall be implemented in fill with the timescales listed in the Ecological Impact Assessment and the Noise and Vibration Impact Assessment.

2. Prior to commencement of development, final details of the materials, colours and textures of all the external finishes to the proposed substation buildings and all boundary treatments, shall be submitted to, and agreed in writing with, the planning authority.

   A panel of the proposed finishes to be placed on site to enable the planning authority to adjudicate on the proposals.

3. Prior to commencement of development, and on appointment of a contractor, a detailed Construction Management Plan shall be submitted for written agreement to the planning authority. This plan shall include a detailed Construction Traffic Management Plan (TMP), hours of working, noise and dust management measures and off-site disposal of construction/demolition waste. In preparation of the CMP, the applicant shall contact and liaise with Transport Infrastructure Ireland (TII) to ascertain their requirements with regard the proposed works and the impact if any on the adjacent Red Line Luas Line and the National Transport Authority to ensure continued bus services on James's Street. The Construction Traffic Management Plan shall seek to minimise impact on the public road and potential conflict with pedestrians, cyclists and public transport.

4. All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of the development, shall be at the expense of the developer.

5. The Developer shall comply with the following drainage requirements of the Planning Authority:

    - An intercepting trap shall be installed on the outfall surface water manhole before discharge into the combined final connection.
    - In order to protect important DCC drainage infrastructure from damage during construction of ducting and joint bays in the public carriageway, full details of phasing and construction works shall be submitted to the planning authority for written approval prior to the commencement of construction. Pre- and post-construction CCTV surveys on public surface water infrastructure affected by this development may be required and this shall be agreed with Drainage Planning, Policy and Development Management Division (DPPDM) Division prior to construction. Any damage to DCC drainage infrastructure shall be rectified at the developer's expense.

6. Prior to commencement of development, a detailed specification of hard and soft landscaping including boundary treatments, shall be submitted to, and agreed in writing with, the Parks and Landscape Services Division.

    The agreed specification shall be fully implemented in the first available planting season following the substantial completion of the development.

7. The applicant should prepare a Historic Buildings Survey of the industrial heritage assets proposed for demolition. This shall include a detailed written, drawn and photographic record of all existing structures to the Level 3 specification in Historic England's *Understanding Historic Buildings*, 2016. The survey and its analysis shall be undertaken by a suitably qualified archaeologist/architectural historian/conservation architect. The survey shall be supplemented and cross referenced with an analysis of primary and secondary documentary sources and provide a statement of historical significance and mitigation proposals.

8. It is the recommendation of Dublin City Council Archaeology Section that developer shall retain a licensed archaeologist to implement the implement in full the mitigation strategy outlined in Section 9 of the submitted Archaeological Impact Assessment (non-intrusive) by Aisling Collins Archaeological Services (ACAS), 20 July 2026. A final report on the heritage outcomes shall be submitted to the planning authority for agreement.

    a. The site should be subject to a targeted archaeological assessment by way of test excavation, as outlined in Section 3.6 of the Framework and Principles for the Protection of the Archaeological Heritage (DAHGI, 1999). A survey/drawing of the extant gate piers proposed for reuse to be included in the archaeological assessment.
    b. The archaeologist should forward their Method Statement for review in advance of commencement to the Archaeology Section.
    c. A report on the results of the test excavation and an impact statement should be submitted to inform the archaeological site strategy which may include preservation in situ by way of avoidance or redesign, and/or archaeological excavation.
    d. The Planning Authority (in consultation with the City Archaeologist and the National Monuments Service), shall determine the further archaeological resolution of the site to be agreed in writing. The developer shall comply in full, with any further archaeological requirement, including archaeological

monitoring, excavation and/or the preservation in situ of archaeological remains, which may negate the facilitation of all, or part of any basement.

e. Should archaeological excavation occur the following shall be submitted to the Planning Authority:
    i. An updated method statement for excavation in advance to the Planning Authority for written agreement.
    ii. A bi-weekly report on the archaeological excavation during the excavation and post excavation period.
    iii. A preliminary report on the archaeological excavation not later than four weeks after the completion of the excavation.
    iv. A final report on the archaeological excavations not later than twelve months after the completion of the excavation.

9. Prior to the commencement of development, an ecologist shall be appointed by the applicant to undertake a detailed site survey for bat roosts in all structures to be demolished and to seeks appropriate licences from the National Parks and Wildlife Association if found present.

10. Prior to commencement of development details of the proposed annual community benefit fund which will be released on a phased basis as the project progresses, shall be submitted to the planning authority for written agreement

Peter Nelson,

Senior Executive Planner,

19-10-26

Nicola Conlon
Senior Planner

19/10/2026

Acting Deputy City Planner

20/10/2026

APPENDIX 1

INTERDEPARTMENTAL REPORTS

TRANSPORTATION & PUBLIC REALM DEPARTMENT

TRANSPORTATION PLANNING DIVISION

6th October 2026

ACP CASE REFERENCE:	
LOCATION:	Steeven's Lane, Dublin 8.
PROPOSED:	110kV Gas Insulated Switchgear (GIS) electrical Substation and associated works.
APPLICANT:	ESB

TRANSPORTATION PLANNING DIVISION REPORT

Proposed Development

The Proposed Development consists of two parts. The main element will consist of a 110 kV / MV electrical substation and will include the following elements:

- Demolition of all existing buildings on site including a former office building, warehouse and storage shed;
- The construction of 110 kV / MV substation compound with the following electrical plant within the substation:
    - A two storey 110 kV / MV Gas Insulated Switchgear (GIS) building (c. 559 m2; 14.1 m in height);
    - Two bunded 110 kV / MV transformers in transformer bays (c. 5.75 m in height) and surrounding fire walls (c. 6.1 m high) and associated electrical equipment;
    - All associated and ancillary site development and infrastructural works, including site clearance, demolition of existing western boundary wall and gates, provision of new boundary treatments and gates along the western site boundary, replacement of the existing retaining wall along the northern and northeastern site boundary, provision of new boundary treatments along the southern and south eastern site boundary, site services including electrical circuits, lighting, telecommunications and drainage.

The second part will involve the installation of six 110 kV underground cable (UGC) circuits connecting the proposed Steeven's Lane 110 kV substation to key locations, including:

- Loop-in connection joint bays on the existing Francis Street – Heuston Square 110 kV circuit at Bow Lane West and Echlin Street/James's Street,

- Diageo's proposed 110 kV substation, (subject to separate and future consenting process), and

- Ducting for future use to be terminated in joint bays at St. James's Gate Medical car park, north of James's Street.

- The combined total length of the circuits is approximately 1.5 km, and they will be installed as either double or single circuits.

- And the installation of 14 circuit MV UGC between the proposed substation and new joint bays at St James's Gate Medical car park, north of James' Street.

Pre-application Consultation

National Transport Authority (NTA): A pre-planning consultation meeting with the took place on 28th May 2026, focusing on the proposed development's interaction with the Liffey Valley to City Centre Core Bus Corridor scheme. The outcomes of the meeting were:

- The BusConnects works on St James's Street will be substantially completed prior to commencement of ESB works.

- The most noticeable effect on Bus Connects services will occur during ESB's electrical works on James's Street, when traffic management measures will be in place on St James's Street.

- Future coordination will be required between ESB and the NTA regarding interactions between bus gate operations and related infrastructure.

Transport Infrastructure Ireland (TII) was consulted regarding the application, and a pre application meeting was held on Tuesday 21st April. The main transport-related points raised by TII were:

- The Project Team confirmed that all site access during construction would be via Diageo's main entrance on R148 Victoria Quay, so there would be no interaction with the LUAS on Steeven's Lane.

- TII highlighted Poor visibility from the current vehicle entrance on Steeven's Lane had resulted in several incidents with LUAS trams. The ESB Design team noted that the three existing accesses would be consolidated into one new access point, which

would have compliant visibility splays, and would provide access into the site via a gate. The gate would be set back to allow vans to park off Steeven's Lane whilst the gate was opened. ′

- The ESB Design Team confirmed that the eastern footway on Steeven's Lane would need to be closed during construction works to allow demolition of existing buildings on site. SYSTRA presented the results of a Pedestrian Comfort Level Assessment (PCLA), and set out proposals for the diversion of pedestrians onto the western footway whilst the closure was in place.

TPD Comments

TPD is supportive of the project and welcome the quality and detail of the material submitted.

Site Location

The Proposed Development site is located on unoccupied brownfield land owned by Diageo, immediately adjacent to the Diageo Guinness Brewery at James Street, Dublin 8, within the south inner city. The site currently comprises a number of vacant and derelict buildings, together with an associated yard area and can be accessed from existing access points on Steven's Lane or via the main Diageo site from Victoria Quay. The site further extends onto the public road on James's Street and Echlin Street .

It is bounded to the north and northeast by the industrial lands of the Guinness Brewery. Steeven's Lane forms the western boundary, serving primarily pedestrians, cyclists, and the Luas Red Line, with limited vehicular access restricted to the site and St Patrick's University Hospital located on the opposite side of Steeven's Lane. To the south, the Proposed Development site is bordered by mixed-use and residential properties, including 132 134 James's Street and Steeven's Gate Apartments.

Operational stage

Application documents state that during operation, access for routine maintenance and inspection will be via the new amended gated entrance on Steeven's Lane and will typically involve ESBN standard yellow vans. Access via Victoria Quay through the Diageo site will be limited to major maintenance works requiring the delivery or removal of large equipment, such as transformers or switchgear, in accordance with the existing agreement with Diageo. This arrangement will continue to provide access for HGVs and abnormal loads into the site, should this be required.

It is proposed that the facility will typically be unmanned, with visits to the site for scheduled and unscheduled inspections, maintenance and repairs as necessary. It is stated that typically, scheduled inspections and maintenance works would generate, on average, two to four visits a month. As no car parking or cycle parking will be provided on site, and the number of vehicle trips generated during operation will be very low, the main considerations in terms of operational impacts relate to the safety and operation of the gated access on Steeven's Lane, and the interaction of ESB traffic with the LUAS line, and general traffic using Steeven's Lane

Having regard to the consultation and agreement with TII and NTA, this arrangement is acceptable to this division.

Construction stage

As set out above, the proposal contains 2 main elements, the construction of the facility / compound on the Diageo lands and the installation of the caballing to connect with existing circuits within the adjacent public road network. The detail of the proposed works required during construction stages submitted as part of the application is broadly acceptable to this division.

In relation second element and potential impact upon the public road at locations with both LUAS line infrastructure, arterial bus routes and large volumes of traffic, cyclists and pedestrians, it is critical that the construction phases minimises any disruption to public transport and other users of the road network in the vicinity of the site. It is also noted that the proposal is in close proximity to St James's Hospital, which operates as a major national hospital and the countries largest acute academic teaching hospital.

Having regard to the location, this division request that a condition be attached requiring the submission of a detailed Construction Management Plan for the written agreement of the planning authority in consultation with TII and the NTA.

Recommendation

This division request the inclusion of the following conditions in the event of a grant of planning permission:

1. Prior to commencement of development, and on appointment of a contractor, a detailed Construction Management Plan shall be submitted for written agreement to the planning authority. This plan shall include a detailed Construction Traffic Management Plan (TMP), hours of working, noise and dust management measures and off-site disposal of construction/demolition waste. In preparation of the CMP, the applicant shall contact and liaise with Transport Infrastructure Ireland (TII) to ascertain their requirements with regard the proposed works and the impact if any on the adjacent Red Line Luas Line and the National Transport Authority to ensure continued bus services on James's Street. The Construction Traffic Management Plan shall seek to minimise impact on the public road and potential conflict with pedestrians, cyclists and public transport.

2. All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of the development, shall be at the expense of the developer.

Gareth Hyland, A/ Senior Executive Planner

On Behalf of Edel Kelly, Senior Transportation Officer

Parks, Biodiversity and Landscape Services Comments

Planning Application: ACP-324596-26 Proposed 110 kV Substation at a site fronting onto Steeven's Lane, Dublin 8.

18/9/26

The following comments are given:

1. The site area is overlooked by apartment buildings and to mitigate the visual impact of the proposals a landscape scheme should be considered for the site. This may include a planted boundary strip along the eastern wall boundary, a green roof on the GIS building and the possible setback of the proposed Steeven’s lane boundary wall to introduce greening along this street.

2. Bats are noted in the vicinity in the National Biodiversity Centre records, and the site is of a nature to sustain bats as foraging or roosting. Bats are Annexe 4 species and are protected wherever they are. A preliminary bat roost assessment was provided but not in the relevant season or month in which to survey bats and further bat surveys are strongly recommended by licenced personnel. The survey shall include a bat roost survey for buildings proposed to be removed. The potential to enhance biodiversity within the proposed development should be reviewed, which may include planting works and bat boxes.

End.

S. 182A Strategic Infrastructure Development of the Planning and Development Act (as amended).

Proposed 110 kV Substation at a site fronting onto Steeven's Lane, Dublin 8 D08 C8D0 and associated underground grid connection works located in lands within the Diageo site complex and within the public road network along Bow Lane West, James's Street and Echlin Street, Dublin 8.

Parks, Culture, Leisure and Community Area Services:

Biodiversity Technical report.

1. Introduction

DCC Parks Biodiversity Section was consulted in respect of the proposal 28 August 2026.

This application is made following receipt of the formal notice from An Coimisiún Pleanála (the Commission), by letter dated 11 February 2026 (Ref: ABP-322700-25), that the proposed development constitutes strategic infrastructure development (SID).

As requested by the Commission as part of this formal notice, the list of prescribed bodies has been notified in relation to the lodgement of this SID planning application. This SID application, if granted, will authorise the ESB to construct a 110 kV / Medium Voltage (MV) electrical substation and associated infrastructure in Dublin 8.

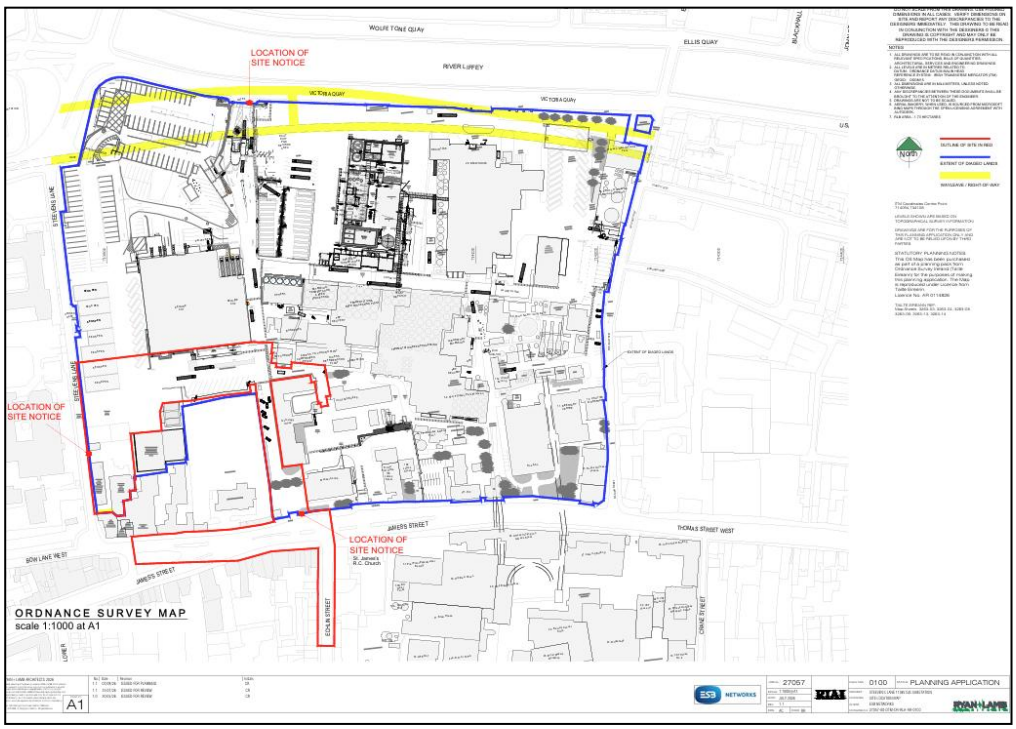


Fig 1: Site Location map. Source: Submission documents.

The project for which planning consent has been sought is called the “Steeven’s Lane 110kV/MV Substation”. The project objective is to add capacity and improve distribution security of supply for the Dublin Southwest Inner City area. This will be achieved by looping the proposed substation into the existing Francis Street – Heuston Square 110 kV underground cable, which runs along Bow Lane West.



Figures 3 and 4: Existing site Plan and Proposed Site Plan. Source: Submission documents.

Measuring approximately 0.23 hectare, the Proposed Development site is located on unoccupied brownfield land owned by Diageo, immediately adjacent to the Diageo Guinness Brewery at James Street. The site currently comprises a number of vacant and derelict buildings, together with an associated yard area. It is bounded to the north and northeast by the industrial lands of the Guinness Brewery. Steeven’s Lane forms the western boundary, serving primarily pedestrians, cyclists, and the Luas Red Line, with limited vehicular access restricted to the site and St Patrick’s University Hospital located on the opposite side of Steeven’s Lane. To the south, the Proposed Development site is bordered by mixed-use and residential properties, including 132 134 James’s Street and Steeven’s Gate Apartments.

2. Relevant legislation and Guidance.

Local policy:

Dublin City Council Development Plan. 2022 – 2028.

Dublin City Council Biodiversity Action Plan. 2025.

Dublin City Climate Action Plan. 2024 – 2029.

National policy:

4th National Biodiversity Action Plan

National Climate Action Plan 2024.

National Planning Framework

Wildlife Act 1976

National Landscape Strategy for Ireland. 2015-2025

Planning and Development Act 2024 (as amended)

European policy:

Nature Restoration Regulation 2024/1991

European Union (Invasive Alien Species) Regulations 2024

Habitats Directive. 92/43/EEC 21 May 1992.

Birds Directive. September 2018.

Updated Birds Directive. 01 January 2025.

Water Framework Directive. October 2000.

Soil Directive. 2026

3. **Biodiversity response:**

The Planning and environmental considerations report is provided by MWP, August 2026. The proposed substation site is located entirely within the wider Diageo landholding while the northern and eastern sections of the proposed development site are bordered by the industrial lands of the Guinness Brewery where active brewery operations occur. The proposed associated underground cables will run through lands within the Diageo site complex and within the public road network along Echlin Street, Bow Lane West and James's Street to the southeast of the proposed substation site. Excavation works will be required to facilitate construction of the substation foundations, installation of underground services, and associated infrastructure.

Recommend public roads, drainage and archaeological prescribed bodies are consulted.

Ecology

Three existing vacant and derelict structures and associated yard areas located within the proposed substation site boundary will be demolished and cleared.

A desktop survey included Information obtained via the respective NBDC, NPWS and BirdWatch Ireland websites and databases was used to help inform the baseline surveys and impact assessment in relation to the proposed Steeven's Lane development, which is noted.

Two multi-disciplinary ecological walkover surveys of the proposed development site undertaken by MWP ecologists on 11th March and 6th July 2026, acceptable for baseline initial surveys.

Bats are noted in the vicinity in the National Biodiversity records Centre records and the site is of a nature to sustain bats as foraging or roosting. Bats are Annexe 4 species and are protected wherever they are. A preliminary bat roost assessment was provided by MWP, 11 March 2026.

i. Hydrology

There are no watercourses traversing the proposed development site nor any within 140 metres. The nearest watercourse is the 4th Order River Camac (sometimes known as the Cammock River) approximately 140 metres to the northwest of the proposed development site, on the other side of Saint Patrick's University Hospital. A constituent of the Camac_040 River Waterbody18, the River Camac is culverted under Heuston Station and enters the 6th Order River Liffey approximately 0.09 river kilometres upstream of Victoria Quay. The stretch of the River Liffey at Victoria Quay lies approximately 225 metres north of the nearest point of the proposed development site from where it flows to Dublin Bay Coastal Waterbody19.

It is noted that ground penetrating radar (GPR) surveys identified an existing combined sewer close to the site comprised of a 300 mm vitrified clay (VC) gravity combined main on Steeven's Lane, and a combination of 300 mm VC pipe, 300 mm uPVC23 pipe, and 750 mm concrete main to the south of the proposed developed site on James's Street.

i. Invasive Species Management

Invasive species noted on site were recorded.

ii. Ecological Impact Assessment

The Ecological Impact Assessment is provided by MWP, August 2026. Bats are noted in the vicinity in the National Biodiversity records Centre records and the site is of a nature to sustain bats as foraging or roosting. Bats are Annexe 4 species and are protected wherever they are. A preliminary bat roost assessment was provided by MWP, 11 March 2026.

This is not a relevant season or month in which to survey bats and further bat surveys are strongly recommended by licenced personnel Bat surveys in relevant months to ensure no risk of harm of these protected species.

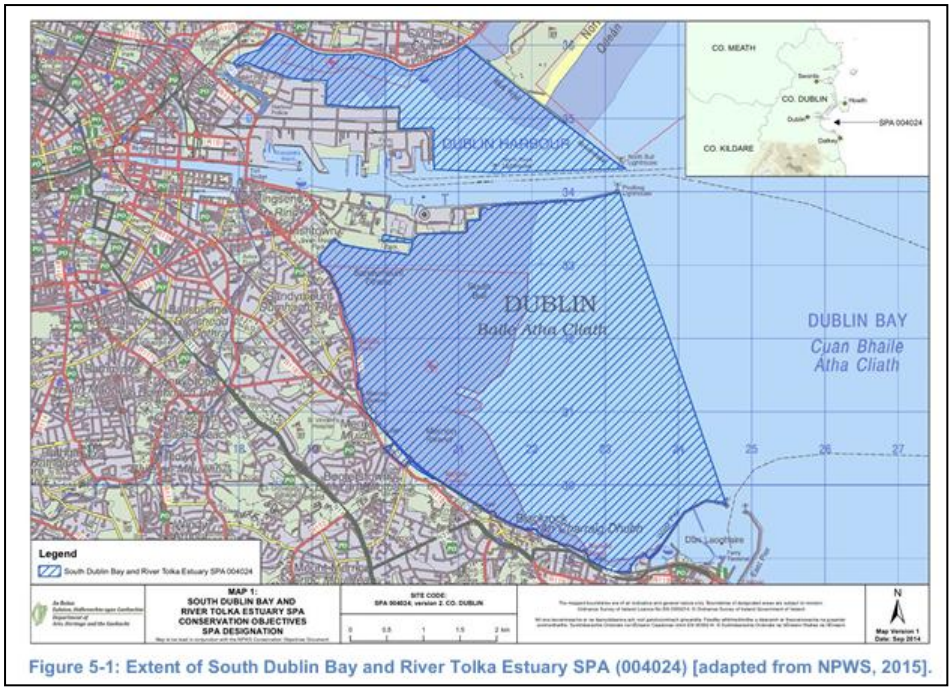


Figure 5-1: Extent of South Dublin Bay and River Tolka Estuary SPA (004024) [adapted from NPWS, 2015].

Figure 4: Natura 2000 Sites potentially impacted by the proposed development. Source: Submission report.

iii. Appropriate Assessment Screening

An Appropriate Assessment (AA) Screening prepared by MWP, July 2026, has been undertaken for the Proposed Development to assist the Coimisiún to carry out the Appropriate Assessment. The Screening determined that Stage 2 Appropriate Assessment, in the form of a Natura Impact Statement (NIS), was required (both provided under separate cover).

iv. Natura Impact Statement

An Appropriate Assessment (AA) Natura Impact Statement (NIS) prepared by MWP, July 2026, has been undertaken for the Proposed Development to assist the Coimisiún to carry out the Appropriate Assessment. The NIS has been prepared and concludes that, with the implementation of mitigation measures, the Proposed Development will not result in any adverse effects on the integrity of any European site, either alone or in combination with other plans or projects, having regard to their conservation objectives.

The submission indicates that due to the tenuous link to the estuarine waters of Dublin Bay and South Dublin Bay and River Tolka Estuary SPA (004024) and North Bull Island SPA (004006), an NIS was required, which is noted.

Ensuring implementation of proposed mitigation measures will be important. Measures proposed are noted.

4. Conclusions.

Recommend public roads, drainage and archaeological prescribed bodies are consulted.

A preliminary bat roost assessment was provided by MWP, 11 March 2026. This is not a relevant season or month in which to survey bats which hibernate through winter months. Further bat surveys are strongly recommended by licenced personnel in relevant months, to ensure no risk of harm of these protected species.

Bats are noted in the vicinity in the National Biodiversity Records Centre records and the site is of a nature to sustain bats, either foraging or roosting. Bats are Annexe 4 species and are protected wherever they are. This is considered a lacunae in the submission data which requires assessment in further detail. Further information recommended.

19/09/2026

End.

Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

Archaeology, Conservation & Heritage,

Planning, Property & Economic Development Department,

Block 3, Floor 3, Civic Offices, Wood Quay, Dublin 8.

Seandálaíocht, Caomhantas & Oidhreacht

Roinn Pleanála, Maoine & Forbartha Eacnamaíochta

Oifigí na Cathrach, An Ché Adhmaid, Baile Átha Cliath 8.

Archaeology Section Report SID Application – Steeven's Lane, Dublin 8

To: Nicola Conlon, Senior Planner

Ref: SID Application Comments

Location: Site fronting onto Steeven's Lane, Dublin 8

Proposal: Proposed 110kV Substation at a site fronting onto Steeven's Lane, Dublin 8 and associated underground grid connection works located in lands within the Diageo site complex and within the public road network along Bow Lane West, James's Street and Echlin Street, Dublin 8 (https://www.steevenslane110kvsubstation.ie/home).

Applicant: The Electricity Supply Board (ESB)

Date: 21 September 2026

Commentary

Introduction

The Archaeology Section of Dublin City Council has reviewed the relevant associated documents available online. This section recommends that the mitigation strategy for archaeological testing and monitoring contained in the submitted Archaeological Impact Assessment by ACAS be implemented in full. Further, the structures proposed for demolition should be subject to a Historic Building Survey (Level 3 Historic England Guidelines).

Statutory Protection:

National Monuments Act

The proposed development is within the Zone of Archaeological Constraint for the Recorded Monument (RMP) DU018-020 (Historic City), which is subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994.

It is the policy of the Dublin City Development Plan 2022-28 (Section 11.5.5, BHA26.4) that

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

It is the policy of the Dublin City Development Plan 2022-28 (Section 11.5.3; BHA16) 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.

Archaeological Potential

The subject site is located in an archaeologically sensitive landscape. The proposed work is situated within the Zone of Archaeological Constraint for the Historic City, a Recorded Monument. The proposed cable trenches route also follows the perimeter of St James Graveyard, which is recognized as a National Monument (DU018 020346). The line of James's Street was on one of Ireland's primary medieval thoroughfares, the Slighe Mhór, between Co. Galway and Dublin. The medieval parish of St James was in existence from the early fourteenth century.

The proposed works include the demolition of a structure listed on the Dublin City Industrial Heritage Record (DCIHR). The relevant entry on the DCIHR (Paint Factory {Tobacco and Snuff Manufactory}, www.heritagemaps.ie) notes that the existing structure was a paint factory constructed in the 1920s, but that the site functioned in a manufactory capacity since c.1830. The entry also notes that the existing building may contain earlier fabric related to the previous manufactory uses. The building is also referred to as a former textile factory in the submitted planning documents.

The buildings were partially accessed for survey purposes and substantial remains were recorded. The entry notes that whilst the buildings are *'…of little industrial heritage value in its own right, this building is located on a site which has experienced longevity in industrial use stretching back close to two-hundred years. It is a noteworthy component in the industrial heritage of the locality'*.

Planning Documents/Proposed works

An Archaeological Impact Assessment (non-intrusive) by Aisling Collins Archaeological Services (ACAS), dated 20 July 2026 is available to view at https://www.steevenslane110kvsubstation.ie/docs/planning-and-environmental/PECR-Appendix-8---Archaeological-Assessment-Report.pdf.

Section 1.2 of this report notes that the main ESB substation construction site (named Zone 1 in the report) measures roughly 70m north-south by 34m east-west and that works in this area will involve the demolition and clearance of three buildings in order to construct the new ESB substation, transformer bund and associated services. ESB cable service trenches will also be excavated in several locations in the locality. Section 1.2.2 notes the combined total length of the cable trenches is approximately 2km, ranging in width from 4m to 12.7m and depth of up to 2m.

Section 8 of the report states that the finished floor level of the proposed substation will be 1.1m below the existing ground level, and excavation depths may be up to 1.8m below the ground level. 30-40 piles will also be required. The transformer bund will be up to 6m in depth below present ground level. Underground services will require excavations up to 1.5m in depth. Further trenches in the surround area (listed as Zones 2-5 in the report) will necessitate continuous ground excavation along the route, with a minimum depth of 1.5m and widths of between 3-13m.

Section 9 of the report notes that cables will be excavated along the perimeter of St James' Graveyard (a National Monument), and that previous excavations carried out in this area by ACAS in 2020 uncovered human remains and high quantities of medieval material. Prehistoric material has also been uncovered across the Diageo North Campus.

The report recommends that archaeological testing be carried out across the site in Zone 1 (main ESB substation construction site), and an updated Archaeological Impact Assessment containing the results be submitted to the relevant authorities to inform any further mitigation measures that may be required.

Continuous archaeological monitoring of all groundworks associated with the excavations for the proposed cable trenches (Zones 2-5). These ground works include, but are not limited to (pg. 31):

• All excavation works related to site investigations (e.g. engineering and contamination testing), site

preparation, enabling works, utilities installation, drainage, ESB cable trenching, demolition, slab removal,

construction, and site clearance

• Resurfacing works

• Piling

Conclusion

This section notes the recommendations contained in in the submitted Archaeological Impact Assessment and concurs in principle with the recommeded mitigation measures detailed by ACAS.

The submitted report does not reference that the structures in Zone 1 proposed for demolition are listed on the DCIHR. The submitted conservation report by Ryan and Lamb Architects also does not refence the DCIHR, and the relevant policy (Section 11.5.3; BHA16) of the Dublin City Development Plan 2022-28 is not referred to in either report. This section recommends that a Level 3 historic building survey be carried out prior to demolition, given the potential for earlier historic building fabric to survive, as noted on the DCIHR survey.

Recommendation

1. The applicant should prepare a Historic Buildings Survey of the industrial heritage assets proposed for demolition. This shall include a detailed written, drawn and photographic

record of all existing structures to the Level 3 specification in Historic England's *Understanding Historic Buildings*, 2016. The survey and its analysis shall be undertaken by a suitably qualified archaeologist/architectural historian/conservation architect. The survey shall be supplemented and cross referenced with an analysis of primary and secondary documentary sources and provide a statement of historical significance and mitigation proposals.

2. It is the recommendation of Dublin City Council Archaeology Section that developer shall retain a licensed archaeologist to implement the implement in full the mitigation strategy outlined in Section 9 of the submitted Archaeological Impact Assessment (non-intrusive) by Aisling Collins Archaeological Services (ACAS), 20 July 2026. A final report on the heritage outcomes shall be submitted to the planning authority for agreement.

a) The site should be subject to a targeted archaeological assessment by way of test excavation, as outlined in Section 3.6 of the Framework and Principles for the Protection of the Archaeological Heritage (DAHGI, 1999). A survey/drawing of the extant gate piers proposed for reuse to be included in the archaeological assessment.

b) The archaeologist should forward their Method Statement for review in advance of commencement to the Archaeology Section.

c) A report on the results of the test excavation and an impact statement should be submitted to inform the archaeological site strategy which may include preservation in situ by way of avoidance or redesign, and/or archaeological excavation.

d) The Planning Authority (in consultation with the City Archaeologist and the National Monuments Service), shall determine the further archaeological resolution of the site to be agreed in writing. The developer shall comply in full, with any further archaeological requirement, including archaeological monitoring, excavation and/or the preservation in situ of archaeological remains, which may negate the facilitation of all, or part of any basement.

e) Should archaeological excavation occur the following shall be submitted to the Planning Authority:

i. An updated method statement for excavation in advance to the Planning Authority for written agreement.

ii. A bi-weekly report on the archaeological excavation during the excavation and post excavation period.

ii. A preliminary report on the archaeological excavation not later than four weeks after the completion of the excavation.

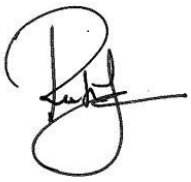
iv. A final report on the archaeological excavations not later than twelve months after the completion of the excavation.

Reason

In the interest of preserving or preserving by record archaeological material likely to be damaged or destroyed during development.

Signed





Louise Callan MA MIAI
Executive Archaeologist

Ruth Johnson PhD FSA MIAI
City Archaeologist (Senior)

Comments from Drainage Planning as follows:

Drainage Planning, Policy and Development Management Division (DPPDM) has no objection to this development, subject to the developer complying with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.

An intercepting trap shall be installed on the outfall surface water manhole before discharge into the combined final connection.

In order to protect important DCC drainage infrastructure from damage during construction of ducting and joint bays in the public carriageway, full details of phasing and construction works shall be submitted to the planning authority for written approval prior to the commencement of construction. Pre- and post-construction CCTV surveys on public surface water infrastructure affected by this development may be required and this shall be agreed with Drainage Planning, Policy and Development Management Division (DPPDM) Division prior to construction. Any damage to DCC drainage infrastructure shall be rectified at the developer's expense.

Regards,

Niamh

Niamh Fitzgerald

Innealtóir Sinsearach Feidhmiúcháin

An Rannóg um Pleanáil Draenála, Beartais agus Bainistíochta Forbartha | Oifig na Nuiscí Comhshaoil | Comhairle Cathrach Bhaile Átha Cliath | Oifigí na Cathrach | Bloc 1, Urlár 4 | Baile Átha Cliath 8| D08 RF3F

Senior Executive Engineer

Drainage Planning, Policy and Development Management Division | Environmental Waters Office | Dublin City Council | Civic Offices | Block 1, Floor 4 | Dublin 8 | D08 RF3F