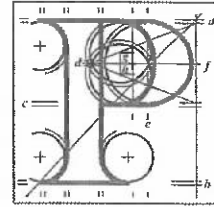


Our Case Number: ABP-316828-23



An
Bord
Pleanála

Dublin City Council
Planning & Property Development Department
Block 4, Floor 3
Civic Offices
Wood Quay
Dublin 8

Date: 25 July 2023

Re: Tallaght/Clondalkin to City Centre BusConnect Core Bus Corridor Scheme.
Tallaght/Clondalkin to Dublin City.

Dear Sir / Madam,

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

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

If you have any queries in relation to this matter please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

HA03

Teil	Tel	(01) 858 8100
Glaao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

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

Niamh Thornton

From: LAPS
Sent: Monday 3 July 2023 16:12
To: Niamh Thornton
Subject: FW: BusConnects Dublin - Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme
Attachments: Tallaght - Clondalkin to City Centre Report--BW.docx

From: SIDS <sids@pleanala.ie>
Sent: Monday, July 3, 2023 3:48 PM
To: LAPS <laps@pleanala.ie>
Subject: FW: BusConnects Dublin - Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme

From: Jonathan Fallon <jonathan.fallon@dublincity.ie>
Sent: Monday, July 3, 2023 3:40 PM
To: SIDS <sids@pleanala.ie>
Cc: Bryan Ward <bryan.ward@dublincity.ie>; Kieran Sweeney <kieran.sweeney@dublincity.ie>
Subject: Re: BusConnects Dublin - Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme

To whom it may concern,

Please see attached Submission from Dublin City Council Chief Executive to An Bord Pleanala in relation to the National Transport Authority's BusConnects Dublin Tallaght/Clondalkin to City Centre Core Bus Corridor Scheme.

Please acknowledge receipt of this submission at your earliest convenience.

Regards,
Jonathan Fallon.
On behalf of Bryan Ward

Jonathan Fallon | A/Assistant Staff Officer | Planning & Property Development Department Dublin City Council | Block 4 | Floor 3 East | Civic Offices | Wood Quay | Dublin 8

Tel 01 222 3082 Email jonathan.fallon@dublincity.ie

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

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

to An Bord Pleanála

in relation to

the National Transport Authority's

BusConnects Dublin Tallaght/Clondalkin to City Centre Core Bus Corridor Scheme

An Bord Pleanála Ref.: ABP-316828-23

1.0	Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme
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1.0 Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme

The National Transport Authority has applied under Section 51 (2) of the Roads Act 1993 (as amended) to An Bord Pleanála for approval in relation to a proposed road development consisting of the Tallaght/Clondalkin to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works for the purpose of facilitating public transport.

1.1 Scope of Report

In accordance with Section 51 (3)(b) of the Roads Act 1993 (as amended), this submission sets out the views of Dublin City Council (a prescribed body), on the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme and the potential effects of the proposed development on the environment and the proper planning and sustainable development of the area.

In early 2019, as directed by the Chief Executive of Dublin City Council, a multi-disciplinary corporate team was established to provide a liaison role for the NTA BusConnects Project. The purpose of this team/office is to effectively manage the communications and act as the primary conduit for information exchange between Dublin City Council and the National Transportation Authority in relation to the BusConnects Programme.

This dedicated BusConnects Liaison Office has facilitated the exchange of information and engagement with other departments and sections within the City Council regarding the design of the bus corridors including the proposed scheme.

The BusConnects programme seeks to greatly improve bus services in Irish cities, including Dublin, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. As set out in later section below, BusConnects is part of the Government's policy to improve public transport and address climate change in Dublin and other cities. BusConnects is included as a specific policy objective of Project Ireland 2040 – The National Development Plan 2018 – 2027 (Government of Ireland 2018); and the Climate Action Plan 2021 (Government of Ireland 2021).

2.0 Description of Proposed Development

The proposed scheme is one of 12 stand-alone Core Bus Corridor (CBC) Schemes to be delivered under the BusConnects Dublin - Core Bus Corridors (CBC) Infrastructure Works. The CBC Infrastructure Works, once completed, will deliver the radial core bus corridors identified in the Transport Strategy for the Greater Dublin Area 2016 – 2035.

The proposed route is one of 12 arterial routes into the city centre, which are as follows:

- Clongriffin to City Centre Core Bus Corridor Scheme
- Swords to City Centre Core Bus Corridor Scheme
- Ballymun/Finglas to City Centre Core Bus Corridor Scheme
- Blanchardstown to City Centre Core Bus Corridor Scheme
- Lucan to City Centre Core Bus Corridor Scheme

- Liffey Valley to City Centre Core Bus Corridor Scheme
- Tallaght/Clondalkin to City Centre Core Bus Corridor Scheme
- Kimmage to City Centre Core Bus Corridor Scheme
- Tallaght/Clondalkin to City Centre Core Bus Corridor Scheme
- Bray to City Centre Core Bus Corridor Scheme
- Belfield/Blackrock to City Centre Core Bus Corridor Scheme.

The Proposed Scheme has an overall length of approximately 15.5km, with an additional offline cycling facility approximately 3.9km in length consisting of two sections, namely the Tallaght to City Centre section and the Clondalkin to Drimnagh section.

The Tallaght to City Centre section commences at the junction of Old Blessington Road / Cookstown Way and is routed along Belgard Square West, Belgard Square North, Belgard Square East, Blessington Road, Main Road, Old Greenhills Road to the junction of Greenhills Road and Bancroft Park. From here the Proposed Scheme is routed along the R819 Greenhills Road to Walkinstown Roundabout via new link roads; in the green area to the east of Birchview Avenue/Treepark Road; in the green area to the south of Ballymount Avenue, and in the green area to the east of Calmount Road.

From Walkinstown Roundabout the main Core Bus Corridor is routed along the R819 Walkinstown Road to the junction with R110 Long Mile Road and Drimnagh Road. The Clondalkin to Drimnagh section commences at this junction and the Proposed Scheme is routed along the R110 to the junction of Dean Street and Patrick Street via Drimnagh Road, Crumlin Road, Dolphins Barn, Cork Street, St Luke's Avenue and Dean St. From here the Proposed Scheme is routed along the R137 via Patrick Street to the junction at Winetavern Street and Christchurch Place where the Proposed Scheme terminates within the City Centre.

The Clondalkin to Drimnagh section begins at the junction of New Nangor Road and Woodford Walk and is routed along the R134 New Nangor Road, R810 Naas Road, R112 Walkinstown Avenue and the R110 Long mile Road to the junction of Walkinstown Road and Drimnagh Road, where it will join the Tallaght to City Centre section of the Proposed Scheme.

The Proposed Scheme includes an offline cycle facility between Walkinstown Roundabout and Parnell Road (Grand Canal) which provides a more direct route towards the city via Bunting Road, Kildare Road and Clogher Road.

The proposed scheme will result in the following changes to certain infrastructure:

- The proportion of cycle facilities that are segregated will increase from 17.5% to 88%, in the context of an overall increase in total cycle lanes of 77%.
- The proportion of the route having bus priority measures will increase from 37% to 88%.

The proposed scheme is divided into 2 sections:

- Section 1: Tallaght to City Centre
- Section 2: Clondalkin to Drimnagh

Each section is located partially within Dublin City and partially within South Dublin.

The Construction Phase for the Proposed Scheme is anticipated to take approximately 36 months to complete. It will be constructed based on individual sectional completions that will individually have shorter durations ranging between two weeks and ten months. Construction compounds are proposed to be located at the following sites:

As part of the Tallaght to City Centre section:

- Construction Compound TC1: at the western end of Old Blessington Road, adjacent to the junction with the N81 Tallaght bypass;
- Construction Compound TC2: R819 Greenhills Road, immediately south of the junction of Bancroft Park and R819 Greenhills Road;
- Construction Compound TC3: R819 Greenhills Road, between Birchview Avenue and R819 Greenhills Road;
- Construction Compound TC4: R819 Greenhills Road, between Treepark Road and R819 Greenhills Road;
- Construction Compound TC5: R819 Greenhills Road, to the north of Tymon Lane, south-east of the M50 Motorway;
- Construction Compound TC6: R819 Greenhills Road, outside Tallaght Truck Dismantlers, northeast of the M50 Motorway;
- Construction Compound TC7: R819 Greenhills Road, between Ballymount Avenue and R819 Greenhills Road;
- Construction Compound TC8: Bunting Park, along Bunting Road;
- Construction Compound TC9: R110 Crumlin Road, immediately west of the junction of Rafter's Road and the R110 Crumlin Road;
- Construction Compound TC10: R110 Crumlin Road, immediately east of the junction of Rutland Avenue and the R110 Crumlin Road;
- Construction Compound TC11: Dean Street / R137 Patrick Street;

As part of the Clondalkin to Drimnagh section:

- Construction Compound TC12: Between R134 New Nangor Road and Killeen Road;
- Construction Compound TC13: R110 Long Mile Road, south of the New Nangor Road / Naas Road / Long Mile Road junction.

A Construction Environmental Management Plan and a Construction Management Plan have been submitted with the application.

The NTA is a statutory non-commercial body, which operates under the aegis of the Department of Transport. The NTA was established on foot of the Dublin Transport Authority Act 2008 (as amended) (the '2008 Act'). In the case of the Proposed Scheme, the functions of the NTA include undertaking the design and planning process, seeking (and obtaining) all development consents including related compulsory acquisition approvals from An Bord Pleanála and constructing the Proposed Scheme (if approved).

2.1 Environmental Impact Assessment Report

An EIAR has been submitted as part of the application and notes that the aim of the proposed scheme is to provide improved walking, cycling and bus infrastructure on this key access corridor in the Dublin region, in order to enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor.

The EIAR describes the outcomes of the proposed scheme as being:

- An attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity;
- To facilitate a transport infrastructure network that prioritises walking and cycling and a mode shift to public transport; and
- To support increased economic and social potential through integrated land-use and transport planning to reduce the time burden of travel.

This report demonstrates how the proposed overall development accords with the Dublin City Development Plan 2022 – 2028 policies and objectives.

3.0 Context of Development

3.1 Relevant Planning History

Significant planning applications adjacent to the route, within Dublin City, include:

Bunting Road and St. Mary's Road

3193/22 Kestrel House, 157 Walkinstown Road, Dublin 12. Appeal pending on a DCC grant of permission for development comprising: (i) demolition of the existing two storey building (licensed public house and ancillary off-licence); (ii) construction of a part 4, 5 and 6 storey (over basement) mixed use development consisting of the following: (a) 42 no. apartments, comprising of 19 no. one-bed apartments and 23 no. two-bed apartments (accessed from Bunting Road). Each unit will have access to private amenity space in the form of a balcony/terrace and 381.6 sqm of external communal amenity space provided at 4th and 5th floor levels; (b) 3 no. retail units at ground floor level totally 146sqm (accessed from Walkinstown Road and Bunting Road); (c) a 384sqm public house at ground floor level (accessed from Walkinstown Road, Cromwellsfort Road and Bunting Road). The development is served by refuse storage; a plant room; an ESB substation; 99 no. bicycle parking spaces, including 1 no. accessible space and 2 no. cargo bicycle spaces located internally at ground floor level and 39 no. visitor bicycle parking spaces located externally; (iii) extended excavation of existing basement to provide for 16 no. car parking spaces (including 1 no. limited mobility parking space). Vehicular access to the basement will be provided via a vehicle lift accessible via Bunting Road; (iv) provision of telecommunications infrastructure at roof level comprising (a) 6 no. 5G antennas and 6 no. hexaband antennas. Each antenna will be enclosed within shrouds (2.8m in height above parapet). A total of 6 no. shrouds will be provided, each containing 1 no. 5G antenna, 1 no hexaband (2G/3G/4G) antenna; (b) 6 no. 0.3m microwave link dishes on 3 no.

steel support poles (2m in height above the lift shaft overrun); (c) all associated equipment. (v) landscaping and all associated site development works necessary to facilitate the development.

3037/21

41, Bunting Road, Walkinstown, Dublin 12, D12 RY61. Permission granted for a proposed new ground floor only building to the rear of the existing site with garage door entrance to the side of the new build. New build to be used as a garage & home office and all ancillary works.

Walkinstown Road

3098/22

7, St. Mary's Road, Crumlin, Dublin 12, D12 R7W8. Permission granted for 1. Construction of 1 no. 2 storey detached 4 bed dwelling house (139 msq) to existing side garden. 2. New vehicular entrance onto St. Mary's Road, to serve proposed dwelling. 3. Widening of existing vehicular gates from 2.25 to 3.0 metres. 4. All associated ancillary site works.

Naas Road and Walkinstown Avenue

3228/20

Site to the east of Walkinstown Avenue at the junction of Walkinstown Avenue and Naas Road. A 10-year permission granted for a mixed use including part Build to Rent development in 13 no. blocks (Blocks A-L) ranging in height from 4-15 storeys over 3 no. basements with a cumulative gross floor area of 168,184.13 sq.m at this 6.921 hectare site to the east of Walkinstown Avenue at the junction of Walkinstown Avenue and Naas Road. The application area includes part of the 'Nissan Site' (6.429 hectares) and 0.492 hectares to accommodate works to facilitate connections to municipal services and works proposed to public roads.

The development will consist of;

- i. the demolition of all existing vehicle trade buildings (8,015.66 sq.m) and removal of 4 no. existing 38kV ESB timber poles and 2 no. existing 38kV lattice masts on the site;
- ii. construction of 3 no. basements with cumulative gross floor area (GFA) of 37,240.54 sq.m incorporating car parking, motorcycle parking, plant rooms and waste management facilities, comprising;
- iii. Block A - a hotel (148 no. rooms) with an upper height of 15-storeys at the junction of Naas Road and Walkinstown Avenue;
- iv. a total of 1,137 no. residential units and associated tenant amenities (combined 2,948.90 sq.m GFA) across 12 no. blocks (B-L) that range in height from 4-10 storeys, of which Blocks C and L are dedicated Build to Rent (BtR).

Long Mile Road

2855/16

Motor Distributors Ltd, Long mile Road, Dublin 12. Permission granted for removal of existing temporary commercial vehicle sales building, construction of new single storey commercial vehicle sales and display building (403 sq mts), with attached illuminated building signage at their existing site, Long Mile Road, Dublin 12.

2571/15 Site beside The Assumption Girls National School, Long Mile Road, Walkinstown, Dublin 12. An Bord Pleanála granted permission (overturning a DCC refusal) for 61 no. residential units comprising 22 no. houses and 39 no. apartments.

4390/17 Lands & Buildings adjoining, & formerly, Part Of 'The Halfway House', Public House, Located At The Junction Of The, Long Mile Road And Walkinstown Road, Dublin 12. An Bord Pleanála granted permission (overturning a DCC refusal) for 1) Demolition of all existing buildings/structures on site. 2) Construction of a 3-Storey Office Building. 3) All ancillary site works and services.

2759/20 Same address as above. An Bord Pleanála granted permission (overturning a DCC refusal) for the demolition of the existing structures on site and the construction of a new building consisting of 7 no. apartments comprising of 1 no. studio unit, 4 no. 1 bed apartments, 1 no. 1 bed duplex unit and 1 no. 2 bed duplex unit across ground to second floor.

Drimnagh Road

3472/18 88-90, Drimnagh Road, Drimnagh, Dublin 12. Permission granted for demolition of single storey detached dwelling (no. 88 Drimnagh Road), and construction of mixed use development (2663sqm) of 1 no. (225sqm) ground floor retail unit with 6 no. apartments on three floors.

3612/21 The Black Forge Inn, Nos. 161, 163/165 Drimnagh Road, and to the rear of No. 159 Drimnagh Road, Dublin 12. Permission granted for i) Provision of a single-storey extension (104.2 sq.m) to the east of existing public house to accommodate additional service and food preparation areas. ii) Provision of an outdoor dining area (32.7 sq.m) to the rear of proposed extension with access from the proposed extension and from Hughes Road. A canopy is proposed over this location; iii) Rear extension at first floor level (40.15 sq.m) to provide a lobby to the rear of No. 161 Drimnagh Road; iv) Internal alterations at ground and first floor level of existing restaurant including alterations to existing ground floor level kitchen and the provision of a new door and removal of existing window at first floor level; v) Provision of signage to the rear including backlit, mounted letters and internally lit roundel projecting sign; vi) The development also includes all landscaping; boundary treatments; SuDS drainage and all ancillary works necessary to facilitate the development.

2212/16 152 Drimnagh Road, Walkinstown, Dublin 12. Permission granted for a two storey building with pitched roof at the rear. The building will be facing and have access off the rear laneway and consist of a garage (29sq m) for 1 car on ground floor level and home office (38sq m) on first floor level; to include 2 velux roof lights and all associated site development works.

2326/17 119 Drimnagh Road, Dublin 12. An Bord Pleanála granted permission for the provision of a four storey mixed-use building (1,890 sqm) which will include 1 No. retail unit

(237 sqm) and associated retail back of house accommodation at ground floor level and 14 No. residential units at the upper levels comprising 2 No. one bedroom apartments and 12 No. two bedroom apartments.

2604/15

Our Lady's Children's Hospital, Cooley Road, Dublin 12. Permission granted for a three-storey extension to the hybrid cardiac catheterisation laboratory (planning reference 3533/13) providing a new Orthopaedic Theatre and support rooms at first floor, suspended over an existing car park, ground floor plant room and new roof-top plant room, all measuring 413 m², with associated site works and adjustments to car park.

Crumlin Road

4062/18

Rear of 57 Crumlin Road, Dublin 12. Permission granted for an independent single storey facility (23 sqm) with access via the neighbouring GAA club grounds. The facility will consist of 2 no. therapy suites / waiting area & wc facilities & garden space. Decided parking is located on the GAA club grounds. Also included in the application is the incorporation of street signage to Crumlin Road in keeping with the existing street front.

3736/21

31a Crumlin Road, Crumlin, Dublin 12, D12 VP99. Permission granted for the erection of 1no. outdoor open plan activity area consisting of a 7.260m x 6.070m, 40mm composite panel unit and having an overall height of 3.320m

3429/17

16, Crumlin Road, Dolphins Road Junction, Dublin 12. Permission granted for Redevelopment of existing filling station and vacant public house to include the following: - (i) The demolition of existing public house and forecourt building, (ii) Erection of part single storey part two storey building (16.7 sq m.) which will include the following (a) convenience shop with 5.5 sq.m. off licence area (94 sq. m.), (b) Café area with seating, franchises, and kitchen areas (127.6 sq.m.); (c) wcs and washrooms; (d) first floor offices, storage area staff canteen and changing area, (d) shop signage; 3 x petrol and diesel dispensing pump area, which will include a new Forecourt Canopy, Car Wash, 4x 4.5 meter high poles with flood light and security cameras, signage; boundary treatment , (iv) Decommissioning of existing underground fuel tanks and their replacement with 3 Underground Fuel Tanks, Underground Storm Water Slow Release Tank, Petrol interceptor; (v)Erection of 2 x 6.5m high aluminium clad illuminated gantry sign, and associated services, redesigned entrance and exit points, and drainage works.

Clogher Road

3590/22

Marist National School, Clogher Road, Dublin 12, D12 YP98. Permission granted for the construction of a single storey 2 classroom SEN base extension, (floor area approx. 438 sqm) the demolition of an existing play-shed annex which is connected to the original school block, together with the provision of a new standalone play-shed, new play areas and the reconfiguration of the existing car park layout, connections to services, together with all associated site works.

Dolphin's Barn Street

- 4056/18 42, Dolphins Barn Street, Dublin 8. Permission granted for a 2-storey commercial rear extension. Permission refused for second floor / attic level residence.
- 3618/15 Corner of South Circular Road, 33-37, Dolphins Barn Street, Dublin 8. Permission granted for the demolition of the existing derelict buildings (267 sq m); and the provision of a part three storey to part six storey mixed-use building (1,681 sq m), which will include 2 No. units (154 sq m and 212 sq m) at ground floor level to be used for class 1 / class 2 / restaurant uses (subject to future tenant requirements) and 12 No. residential units at the upper levels.
- 2483/19 23, Dolphin's Barn Street, with frontage onto Reilly's Avenue, Dublin 8. Permission granted for demolition of single-storey structure to the rear of existing 2 storey previously used commercial/ residential unit, and proposed construction - refurbishment to comprise of 3 number 3 storey residential units with open space amenity area at roof level, and 1 number 2 storey residential unit with open space amenity area at roof level, removal and replacing front elevation onto Dolphin's Barn Street, all with associated works.
- 3853/17 43-50 Dolphin's Barn Street, Dublin 8. Permission granted for the demolition of the existing former factory building to the rear of the site and buildings which front onto Dolphin's Barn Street (Nos. 43-50) which have a total gross floor area (GFA) of 3,243.5 sq.m, and the construction of a part four to part seven storey residential and retail building to Dolphin's Barn Street, stepping down to three storeys to the rear, over basement and ground floor retail and car park. The total gross floor area including basement car parking of the new mixed use building is 13,150 sq.m. The proposed development comprises 1 no. retail unit at ground floor level with a total GFA of 1,405 sq.m and 70 no. apartments from first to sixth floor level comprising 41 no. 1 beds and 29 no. 2 beds (proposed as Build to Let accommodation).
- 3493/17 The Coombe Women & Infants Hospital, Dolphin's Barn Street, Dublin 8, D08 XW7X. Permission granted for a single storey extension to the side of the existing mortuary along with alterations to the existing mortuary building, revised fire tender access layout onto Dolphins Barn Street, relocation of existing bike store, and all associated landscaping and site works.
- 2013/20 Same address as above. Permission granted for a two storey (plus roof plant room) emergency department building located to the north-west of the wider Coombe Women and Infants Hospital site. The proposed development will also comprise a new entrance feature for the hospital, with feature canopy to the west elevation of the new emergency department. The proposed development includes minor remodelling of the ground floor of the existing hospital to the south of the new building. 2 no. existing structures (a smoking shed and a security hut) will be removed

from the site to facilitate the proposed development. The existing car parking on the site will be re-arranged and upgraded to facilitate the development, with no amendment to the number of existing car parking spaces. 24 no. bicycle parking spaces will be provided. The proposed development includes all associated and ancillary works, including landscaping, a new single storey security hut, site services and use of existing northern fire tender access point from Dolphin's Barn Street as a staff and emergency vehicle egress.

Cork Street

3086/17

75-78, Cork Street, Dublin 8. Permission granted for demolition of the existing building (former factory building - two storeys to Cork Street) on site which has a total gross floor area of 1,815 sq.m, and the construction of a six storey building to Cork Street, with the fifth floor setback, reducing to a part five and part four storey building to the rear, over basement car park. The development includes a ground floor unit for Class 1 (Shop) / Class 2 (Office) / Class 3 (Office) use with a GFA of 213 sq.m and 39 no. apartments from ground to fifth floor level comprising of 8 no. 1 beds, 25 no. 2 beds and 6 no. 3 beds (total residential GFA of 3,745 sq.m).

4334/18

110 – 111 Cork Street, Dublin 8. Permission granted for demolition of the existing buildings on site (c. 626 sq.m) and the construction of a building (max height c.17.025m) incorporating 2 No. ground floor retail units (c.69.4 sq.m and c. 56.3 sq.m), 19 No. apartments over five floors with a combined Gross Floor Area of 1,220.8 sq.m, communal open space in the form of a roof garden of 100 sq.m and courtyard of 75 sq.m, 40 No. bicycle parking spaces, circulation area including lobby, stairs and lift, storage facilities, photovoltaic panels, drainage and all ancillary works, all on a site of 0.0653 hectares.

3323/17

IDA Ireland Small Business Centre, Newmarket Industrial Estate, Newmarket, Dublin 8. An Bord Pleanála granted permission for the demolition of all existing buildings on site and the redevelopment of the site for mixed use purposes. The proposed development is arranged in 4 blocks enclosing a central courtyard above lower ground level and double basement. The proposed basement level is accessed via a vehicular access ramp off Brabazon Place to provide 112 car parking spaces together with 195 No. bicycle parking spaces plus ancillary shower and changing facilities together with ancillary plant and storage facilities. The proposed western block is a part 5, part 7 and part 8-storey building over lower ground and basement levels providing a hotel with a total floorspace of 7,797.72 sq.m (GFA). The proposed southern block fronting Newmarket Square is a part 5- and part 6- storey building over basement comprising 743.71 sq.m (GFA) of retail floorspace at ground floor level with 34 residential units on the upper floors, comprising 8 x 1 bedroom; 20 x 2 bedroom and 6 x 3 bedroom units. North and south facing balconies are proposed at first to fourth floor levels with north and south facing roof terraces at fifth floor level serving the residential units. Two ESB sub-stations and A Switch Room are proposed at the western end of this block at ground floor lower ground floor level. The proposed northern block fronting St Luke's Avenue is a part 7- and part 8- storey building over lower ground and part

double basement providing 58 residential units, comprising 15 x 1 bedroom; 35 x 2 bedroom and 8 x 3 bedroom units. North and south facing balconies are proposed at first to fifth floor levels with north and south facing roof terraces at sixth floor level serving the residential units. The proposed eastern block is a part 4-, part 5- and part 6-storey building over lower ground and basement levels providing 7,346.00 sq.m (GFA) of office floorspace. A combination of hard and soft landscaping measures are proposed to the courtyard and areas of public realm. A single storey artist studio unit of 44 sq.m (GFA) is proposed within the southern part of the courtyard to the rear of the proposed southern block.

Francis Street

2587/21

72 – 74 Francis Street, Dublin 8. Permission granted for (i) Demolition of Nos. 73-74 Francis Street and demolition of No. 72 Francis Street with the exception of this building's original front (western) facade;

(ii) The refurbishment of the front (western) facade of No. 72, the construction of a replacement facade to the front of No.74 to match the height of No. 72 and the construction of a replacement facade to the front of No.73 (from first to third floor level) to match the height of Nos. 72 and 74;

(iii) The redevelopment of Nos. 72-74 from basement to third floor level (No. 74 will be of similar height to Nos. 72-73 whilst containing three levels over basement only);

(iv) The amalgamation of the redeveloped Nos. 72-74 and the construction of a three storey contemporary extension above;

(v) all ancillary works necessary to facilitate the proposed development.

The works will allow for the provision of a seven storey over basement level mixed-use building comprising

(a) 24 no. apartments (6 no. studio, 6 no. one bedroom, 9 no. two-bedroom and 3 no. three bedroom) each served by private amenity space and provided with access to a first floor level communal garden and cycle parking at ground and basement floor level;

(b) 505sq. m of commercial space, in the form of a cafe (156sq.m), 3 no. retail units (184sq.m) co-working space (73sq.m) and a multi-purpose space for education exercise and community uses (92sq.m), served by cycle parking at ground floor level;

(c) basement level storage/plant room.

3.2 Policy Context

3.2.1 Regional Level

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

The principal aim of the RSES is to support the implementation of Project Ireland 2040 by providing a long-term strategic planning and economic framework for the development of the Region. The RSES is underpinned by three key principles, i.e. placemaking, climate action and sustainable economic opportunity and growth. Sixteen Regional Strategic Outcomes (RSOs) are set out which are broadly aligned with the National Strategic Outcomes of the NPF. The RSES includes a more detailed Dublin Metropolitan Area Strategic Plan (MASP) which identifies strategic development and employment

areas for population and employment growth, in addition to more generalised consolidation and re-intensification of infill, brownfield and underutilised lands within Dublin City and its suburbs.

The Dublin MASP sets out a list of key transport infrastructure investments in the Metropolitan Area as supported by National policy (RPO 8.7, RPO 8.9) to promote mobility management, sustainable transport use and the delivery of bus projects including Core Bus Corridors and Regional Bus Corridors. The cycling objectives include delivery of the cycle network set out in the NTA's Greater Dublin Area Cycle Network Plan and investment priorities for cycleways. Overall, the RSES supports the delivery of key sustainable transport projects including BusConnects as set out in RPO 5.2.

3.2.2 Citywide Level – The Dublin City Development Plan 2022-2028

3.2.2.1 Sustainable Movement and Transport

The City Development Plan is the statutory planning context for the assessment of development proposals. It sets out the policy context for the next six years to 2028. A significant number of policies have relevance for the delivery of transport infrastructure in the city.

The core strategy set out in the draft plan is to develop a low carbon, sustainable and climate resilient capital city, where people will choose to live, work, experience city living, invest and socialise. The vision for the city is that, within the next ten years, it will have an established international reputation as a city region that is one of Europe's most sustainable, dynamic and resourceful. It is envisaged that the city will be beautiful, compact city, with a distinct character and a vibrant culture, and with a diverse, green and innovation-based economy. The city will be a socially inclusive city of urban neighbourhoods based on the principle of the 15-minute city, which allows people's daily requirements to be reached within 15 minutes by foot, bicycle or public transport, and is therefore compact. All development will be connected by exemplary public transport, cycling and walking systems.

Dublin City Council (DCC) supports the improvement of public transport and cycling which will allow for higher density development, thereby creating a more sustainable interaction between land-use and transport. Chapter 8 of the Development Plan 'Sustainable Movement and Transport' sets out DCC policies and objectives which are relevant to Bus Connects. For convenience, relevant policies are quoted hereunder:

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

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

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

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

SMT11 Pedestrian Network *To protect, improve and expand on the pedestrian network, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions whilst ensuring accessibility for all, including people with mobility impairment and/or disabilities, older persons and people.*

SMT12 Pedestrians and Public Realm *To enhance the attractiveness and liveability of the City through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.*

SMT14 City Centre Road Space *To manage City Centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, LUAS and Metrolink and with the existing and proposed bus network.*

SMT19 Integration of Active Travel with Public Transport *To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.*

SMT22 Key Sustainable Transport Projects *To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained:*

- *DART+*
- *Metrolink from Charlemont to Swords*
- *Bus Connects Core Bus Corridor projects*
- *Delivery of Luas to Finglas*
- *Progress and delivery of Luas to Poolbeg and Lucan*

3.2.2.2 Other Relevant Policies

There are a significant number of City Development Plan policies with relevance to the delivery of transport in the city, including:

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

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

SC9 Key Urban Villages, Urban Villages and Neighbourhood Centres

To develop and support the hierarchy of the suburban centres, including Key Urban Villages, Urban Villages and Neighbourhood Centres, in order to:

- support the sustainable consolidation of the city and align with the principles of the 15 minute city;
- provide for the essential economic and community support for local neighbourhoods; and
- promote and enhance the distinctive character and sense of place of these areas by ensuring an appropriate mix of retail and retail services.

QHSN11 15-Minute City *To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.*

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

3.2.3 Area Specific Plans and Policies

3.2.3.1 City Edge Project

The **City Edge Project Strategic Framework** is a non-statutory plan being progressed collaboratively by Dublin City Council and South Dublin County Council. It sets out a high level strategy for comprehensive regeneration of the area, with implications for land uses and strategic level infrastructure. Priority actions are set out. Its boundary encompasses areas along Naas Road, Kylemore Road and Long Mile Road. Please refer to www.cityedge.ie for further details.

The Dublin City Development Plan 2022 – 2028 contains the following objective:

CSO2 Local Statutory Plan for lands at Kylemore Road / Naas Road and Ballymount (City Edge) *In accordance with the objectives of the City Edge Project, to prepare a local statutory plan in conjunction*

with South Dublin County Council for lands at Kylemore Road/Naas Road and Ballymount lands to enable a co-ordinated and phased development on these lands over the medium to long term.

3.2.3.2 Park West – Cherry Orchard LAP

The **Park West – Cherry Orchard LAP** boundary abuts the route at sheets nos. 46 and 47. Here the CBC route shows the cycle lane connecting into the existing Greenway along the Grand Canal. It is noted that the LAP seeks the provision of a new pedestrian/ cycle bridge over the canal at this location, as show in LAP Figure 43: Proposed Access and Movement Strategy, and as sought in Objective MO6 of the LAP, [Park West - Cherry Orchard Local Area Plan | Dublin City Council](#) . Consideration to the provision of this connection as part of the upgrades to the pedestrian and cycle infrastructure would be a welcome addition to the Proposal.

3.2.3.3 Dublin City Development Plan 2022 – 2028: Strategic Development and Regeneration Areas (SDRAs)

The Dublin City Settlement Strategy prioritises compact growth in the city centre, the network of urban villages outside the centre, and targeted growth along key transport corridors and at several sizeable opportunity sites, which are the Strategic Development and Regeneration Areas demarcated in the Plan. These are primarily brownfield lands located in both inner and outer city areas, where there is capacity to absorb a greater intensification of development owing to their proximity to public transport corridors and supporting urban infrastructure.

The SDRAs align with the Strategic Development Areas, as set out in the Regional Spatial and Economic Strategy for the Metropolitan Area Strategic Plan for Dublin. They are identified as areas capable of delivering significant quantum of homes and employment for the city, and each SDRA is accompanied by guiding principles set out under Chapter 13 of the Plan.

The proposed Core Bus Corridor passes within or alongside a three SDRAS as identified in the City Development Plan. It is considered that the following SDRAs have objectives/principles of note for the proposed Core Bus Corridor.

3.2.3.3.1 Naas Road SDRA

Section 13.7 of the City Development Plan relates. Some key development sites adjoin the Naas Road, Walkinstown Avenue and Long Mile Road (Royal Liver, Motor Distributors and former Nissan sites), and planned access/permeability routes are illustrated in Figure 13-8. Sheet references 52-53 and 54-55 are relevant.

3.2.3.3.2 Dolphin House SDRA

This SDRA may have implications for the content of sheets 28 and 29 in the Dolphins Barn area. See section 13.14 of the City Development Plan and particularly under the heading ‘urban structure’ and bullet points thereunder which have implications for public realm.

3.2.3.3.3 Liberties and Newmarket Square SDRA

Please refer to section 13.17 and Fig. 13-18 of the Dublin City Development Plan for Details. The SDRA content includes guiding principles for areas along and adjoining the Bus Connects route in the general area of Cork Street and The Coombe. Some layouts of planned built form adjoin the main route, particularly at areas around Newmarket, Maryland and Marrowbone Lane. Public realm improvements are also planned at various locations.

4.0 Planning Assessment

4.1 Planning Policy

In terms of Regional Policy, as set out in Section 2.2.1, the proposed scheme is supported by the RSES. BusConnects (of which the Proposed Scheme is a part) is identified as a key infrastructure project which will support the regional growth strategy for the Eastern and Midlands Region including the Dublin MASP area.

It is considered that the proposed scheme will contribute and support continued improved integration of transport with land use planning and the delivery of improved high-capacity Core Bus Corridors will enable and support the delivery of both residential and economic development opportunities, facilitating the sustainable growth of Dublin City and its metropolitan area. The RSES not only seeks an improved and enhanced bus network but also places cycling at the core of its transport objectives.

At citywide planning level, the Dublin City Development Plan 2022-2028 sets out policies and objectives required to achieve its Core Strategy. The proposal has been considered with regard to this Core Strategy and the policies and objectives of the current Dublin City Development Plan and in particular the dual aspirations of delivering necessary transport infrastructure to facilitate compact growth while also protecting Natura designated sites.

4.2 Environmental Impact Assessment Report (EIAR)

A comprehensive EIAR is provided with the application documents examining the project under all relevant impacts and finds generally that the development would not adversely impact on existing environmental amenities. As An Bord Pleanála is the competent authority with regard to the acceptability or otherwise of the EIAR, it is not the role of Dublin City Council to comment on the acceptability or not of the EIAR and its findings but the content points generally to the development having negligible impact on the existing environment.

4.3 Natura 2000

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

A screening report has been prepared by the applicant which concludes that, having regard to the nature of the project and its potential relationship with all European sites within the zone of influence,

and their conservation objectives, it is the professional opinion of the authors of this report that the application for approval for the proposed scheme does require a Stage Two Appropriate Assessment in respect of the 17 European sites (5 SACs and 12 SPAs) and consequently the preparation of a Natura Impact Statement (NIS).

The Natura Impact Statement prepared by the applicant identifies the following SPA and SAC designated areas in the vicinity of the proposed development, with the approximate distance from the site. Note that of the 28 sites below, 17 were considered to be within the scheme's potential zone of influence.

European Site	Distance from Scheme (KM)
<u>Special Areas of Conservation (SACs)</u>	
Rye Water Valley / Carton SAC [001398]	7.9
South Dublin Bay SAC [000210]	3.9
North Dublin Bay SAC [000206]	6.2
Rockabill to Dalkey Island SAC [003000]	12.1
Howth Head SAC [000202]	11.9
Wicklow Mountains SAC [002122]	5.3
Knocksink Wood SAC [000725]	12.7
Ballyman Glen SAC [000713]	15.5
Baldoyle Bay SAC [000199]	11.1
Glenasmole Valley SAC [001209]	2.9
Bray Head SAC [002193]	19.7
Ireland's Eye SAC [002193]	15.1
Malahide Estuary SAC [000205]	13.8
Rogerstown Estuary SAC [000208]	18
Lambay Island SAC [000204]	22.5
<u>Special Protection Areas (SPAs)</u>	
South Dublin Bay and River Tolka Estuary SPA [004024]	3.3
North Bull Island SPA [004006]	6.2
Dalkey Islands SPA [004172]	13.6
Wicklow Mountains SPA [004040]	6.7
Baldoyle Bay SPA [004016]	11.4
Howth Head Coast SPA [004113]	14.6
Ireland's Eye SPA [004117]	14.9
Malahide Estuary SPA [004025]	13.8
Rogerstown Estuary SPA [004015]	18.3
Lambay Island SPA [004069]	22.4
The Murrrough SPA [004186]	29.2
Skerries Islands SPA [004122]	27.8
Rockabill SPA [004114]	28.5

The NIS notes that the proposed scheme does not overlap with any European sites, although it is hydrologically connected to Dublin Bay via the receiving surface water network. A table of potential impacts is set out and mitigation measures are identified.

Dublin City Council considers that the submitted Natura Impact Statement is generally satisfactory in terms of identifying the relevant Natura 2000 sites and the potential adverse impacts on the integrity of designated Natura 2000 sites along the Dublin coastline in view of their conservation objectives. There is considered to be sufficient distance from the intended route of the bus corridor to SAC and SPA sites, and the avoidance, design requirements and mitigation measures set out in the NIS will ensure that any impacts on the conservation objectives of European sites will be avoided during the construction and operation of the proposed scheme such there will be no adverse effects on any European sites.

The Natura Impact Statement objectively concludes that the development will not adversely affect (either directly or indirectly) the integrity of any European site, either alone or in combination with other plans or projects and that there is no reasonable scientific doubt in relation to this conclusion.

4.4 Zoning and other designations

4.4.1 Land-Use Zoning Objectives

The area along the proposed route includes lands which are subject to the following land-use zoning objectives under the Dublin City Development Plan 2022 - 2028:

- Z1 (Sustainable Residential Neighbourhoods)
- Z2 Residential Neighbourhoods (Conservation Areas)
- Z3 (Neighbourhood Centres)
- Z4 (Key Urban Villages / Urban Villages)
- Z5 (City Centre)
- Z6 (Employment/Enterprise)
- Z8 (Georgian Conservation Area)
- Z9 (open space)
- Z10 (Inner Suburban and Inner City Sustainable Mixed Uses)
- Z14 (Strategic Development and Regeneration Areas (SDRAs))
- Z15 (Community and Social Infrastructure).

The proposed scheme will, for the most part, will comprise lands within the existing public road and pedestrian pavement area where there is no specific zoning objective. The areas required for Construction Compounds will be for a temporary period. Reinstatement works will be carried out following construction.

The Dublin City Development Plan 2022-2028 defines a 'public service installation' as '*a building, or part thereof, a roadway or land used for the provision of public services. Public services include all service installations necessary for electricity, gas, telephone, radio, telecommunications, television, data transmission, drainage, including wastewater treatment plants and other statutory undertakers: bring centres, green waste composting centres, public libraries, public lavatories, public telephone*

boxes, bus shelters, etc. but does not include incinerators/waste to energy plants. The offices of such undertakers and companies involved in service installations are not included in this definition.'

As defined above, the secondary elements associated with the proposed scheme, such as bus shelters, stops and real time information signage fall within the definition of public service installation.

Public service installations are permitted in principle under zoning objectives Z1, Z2, Z3, Z4, Z5, Z6, Z9, Z10, Z14 and Z15. They are open for consideration under zoning objective Z8.

Overall, it is considered that the proposals would be compatible and consistent with the zoning objectives for the area.

4.4.1.1 Specific Comments in Relation to Z9 Sites

The potential temporary site compounds 'TC8' at Bunting Park along Bunting Road and 'TC9' Crumlin Road at the junction of Rafter's Road are noted and that these may include parking, storage and site offices.

These areas are zoned Z9 *Amenity /Open Space /Green Network* in the City Development Plan 2022-2028. Given the extent and intensity of the proposed temporary works at these locations, it would be important to ensure that these sites are appropriately reinstated once the compounds are no longer needed.

4.4.2 Built Heritage Objectives

The corridor for the proposed Tallaght/Clondalkin to City Centre Bus Connects scheme traverses the Zone of Archaeological Constraint for Recorded Monument DU018-020 (Historic City) from Dolphin's Barn Street until the termination of the scheme at Winetavern Street and Christchurch Place. This Recorded Monument DU018-020 (Historic City) is listed on the Record of Monuments and Places (RMP) and is subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994. Furthermore, the proposed scheme traverses the Historic City as depicted in the Dublin City Development Plan (see Map L).

4.5 Impact on amenity

Dublin City Council is satisfied that the elements of the proposed development which fall within the Council boundary would not have any excessive or undue impact on the amenities of the area. There will be a degree of disruption in terms of traffic management during construction but thereafter there is unlikely to be adverse impact on existing amenities. There will be a need for sharing of space including kerbside space, which will need to be managed to ensure that there is no undue adverse impact on the ability of residents and visitors to access local services on foot or on the ability to achieve the '15-minute city'.

4.6 Forward Planning Comment

In general, the Proposed Scheme is supported by the high level policies in place in the current Dublin City Development Plan 2022-2028. It is requested that those citywide and area specific policies and

objectives mentioned above be taken into account when the proposed works along the Tallaght / Clondalkin route are being formally considered.

4.7 Departmental Reports

The following Dublin City Council Departments and Divisions submitted a report and their response has been incorporated into the Planning Authority's Report:

- City Architects Division
- City Archaeologist
- Conservation Section
- Environment and Transportation Department – including comments from Traffic, Roads, Public Lighting and Environmental Protection Divisions
- Parks & Landscaping Division

Additional comments from the various departments etc. are provided in the appendix.

4.8 City Archaeologist

4.8.1 Background

This report is an internal submission by Archaeology Section to the Planning Department. It considers the potential archaeological impact of the Tallaght/Clondalkin to City Centre Bus Connects corridor, which traverses the Zone of Archaeological Constraint for Recorded Monument DU018-020 (Historic City) from the junction of South Circular Road and Dolphin Barn Street until the termination of the scheme at Christchurch Place (Figure 1). This Recorded Monument DU018-020 (Historic City) is listed on the Record of Monuments and Places (RMP) and is subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994.

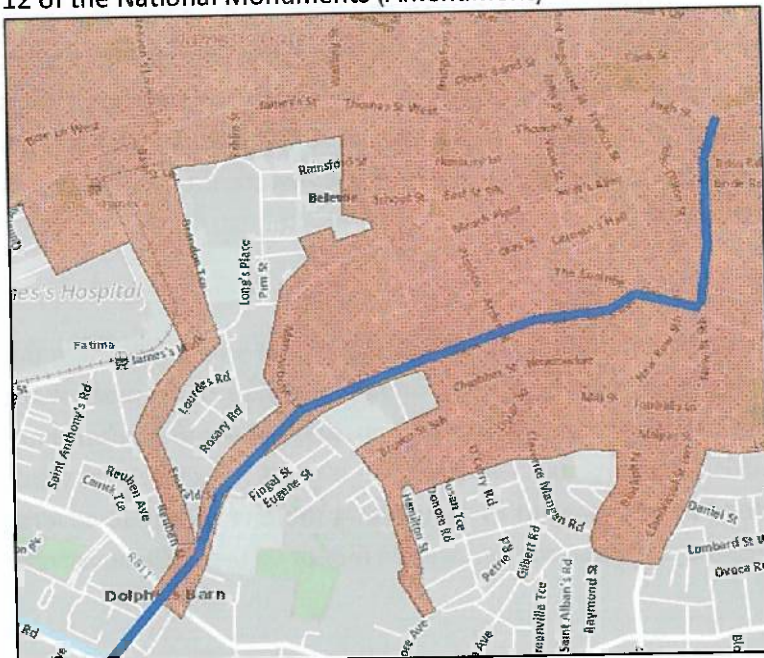


Figure 1 Proposed route (blue) within the Recorded Monument DU018-020 (Historic City) (red hatch)

Furthermore, the proposed scheme traverses the Historic City as depicted in the Dublin City Development Plan (see Map L). It is the policy of the Dublin City Development Plan 2022-28 (Section 11.5.5; BHA26) to protect and preserve monuments:

1. To protect and preserve Sites and Zones of Archaeological interest which have been identified in the Record of Monuments and Places and the Historic Environment Viewer (www.archaeology.ie) and all wrecks over 100 years old including those in the Shipwreck Inventory of Ireland.
2. To protect archaeological material in situ by ensuring that only minimal impact on archaeological layers is allowed, by way of re-use of standing buildings, the construction of light buildings, low impact foundation design, or the omission of basements (except in exceptional circumstances) in the Monuments and Places listed on the statutory Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994.
3. To seek the preservation in situ (or where this is not possible or appropriate, as a minimum, preservation by record) of all archaeological monuments included in the Record of Monuments and Places; all wrecks and associated objects over 100 years old and of previously unknown sites, features and objects of archaeological interest that become revealed through development activity. In respect of decision making on development proposals affecting sites listed in the Record of Monuments and Places, the council will have regard to the advice and/or recommendations of the Department of Housing, Heritage and Local Government.

It is 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. To review the DCHIR in accordance with Ministerial Recommendations arising from the National Inventory of Architectural Heritage (NIAH) survey of Dublin City. The Dublin City Industrial Heritage Record survey makes recommendations for sites to be added to the list of Protected Structures in the life of the plan and it should be consulted prior to the lodgement of any planning application.

4.8.2 EIAR

The archaeological and cultural heritage impacts of the construction phase and operational phase associated with the construction and operation of the Tallaght/Clondalkin to City Centre Core Bus Corridor Scheme are assessed in Chapter 15 of the Environmental Impact Assessment Report (EIAR), which was prepared by Lisa Courtney and Dr Claire Crowley of Courtney Deery Archaeology Ltd. This report provides a desk study of published and unpublished documentary and cartographic sources, supported by a field survey. The findings of the report are summarised below.

Along the route in total there are three National Monuments, 31 archaeological heritage features on the Records of Monuments and Places / Sites and Monuments Record three non-designated archaeological sites, and two cultural heritage sites (not otherwise designated) that have the potential to be impacted within the Proposed Scheme. Within the DCC area these include a water mill (unclassified, RMP DU018-044), the medieval City Watercourse (RMP DU018-043002), an ecclesiastical site centred on the St Mary's Church Crumlin (RMP DU018-038001 to -038003) and Drimnagh Castle (RMP DU018-036). Within the Historic City the Proposed Scheme passes alongside St Patrick's Cathedral (RMP DU020-269) on Patrick Street and terminates at Christchurch Place, on the south side of Christ Church Cathedral (RMP DU020-270). The walls, towers and gates of the Viking and medieval city defences are considered a national monument and are recorded under a single RMP file number, DU018-020001. Two sections of the city defences (the sites of gates) lie within the Proposed Scheme, neither of which have any above-ground trace: City Defences (St Nicholas' Gate) on Nicholas Street and City Defences (St Patrick's Gate) on Patrick Street. The EIAR also lists non-designated archaeological sites within the DCC area including the site of the Hyatt Hotel on Dean Street, where excavations identified the important remains of Hiberno-Norse and later medieval plots and houses, as well as a section of an early medieval roadway.

Section 15.4.1 of the EIAR provides the main potential impacts on archaeology and cultural heritage as a result of construction works could arise from:

- Pavement construction, repairs, and reconstruction works;
- Road resurfacing works;
- Any excavations of soil, including landscaping works and ground disturbance for utility works; and
- Any ground disturbance for utility works.

The following Construction compounds are located with the DCC area:

No. 8: Bunting Park

No. 9: Crumlin Road, immediately west of the junction of Rafter's Road and the R110 Crumlin Road

No. 10: Crumlin Road, immediately east of the junction of Rutland Avenue and the R110 Crumlin Road

No. 11: Dean Street

The location of Construction compound No. 8 is likely to have been subjected to some degree of disturbance, but there is a potential that ground-breaking works will uncover previously unknown archaeological features or deposits. Groundworks within the DCC area associated with Construction Compounds Nos. 9 & 10 may impact on the remains of 18th / 19th century structures. Dean Street is the proposed site for Construction Compound 11, although no ground-breaking works will be required so there will be no archaeological impact.

A detailed proposed archaeological mitigation is provided in the EIAR for all groundworks that may impact National Monuments, Recorded Monuments, Non-Designated Archaeological Sites and sites of cultural heritage.

Section 15.5 of the EIAR addresses the proposed archaeological mitigation measures as follows:

- An experienced and competent licence-eligible archaeologist will be employed by the appointed contractor to advise on archaeological and cultural heritage matters during construction, to communicate all findings in a timely manner to the NTA and statutory authorities, to acquire any licenses/ consents required to conduct the work, and to supervise and direct the archaeological measures associated with the Proposed Scheme.
- Licence applications are made by the licence-eligible archaeologist to the National Monuments Service at the DHLGH. In addition to a detailed method statement, the applications must include a letter from the NTA that confirms the availability of adequate funding. There is a prescribed format for the letter that must be followed.
- Other consents may include a Detection Device licence to use a metal-detector or to carry out a non-invasive geophysical survey.
- A construction schedule will be made available to the archaeologist, with information on where and when the various elements and ground disturbance will take place.
- As part of the licensing requirements, it is essential for the client to provide sufficient notice to the archaeologist(s) in advance of the construction works commencing. This will allow for prompt arrival on site to undertake additional surveys and to monitor ground disturbances. As often happens, there may be down time where no excavation work is taking place during the construction phase. In this case, it will be necessary to inform the archaeologist/s as to when ground-breaking works will recommence.
- In the event of archaeological features or material being uncovered during the Construction Phase, all machine work will cease in the immediate area to allow the archaeologist/s time to inspect and record any such material.
- Once the presence of archaeologically significant material is established, full archaeological recording of such material is recommended. If it is not possible for the construction works to

avoid the material, full excavation will be recommended. The extent and duration of excavation will be advised by the client's archaeologist and will be a matter for discussion between the NTA and the licensing authorities.

- Secure storage for artefacts recovered during the course of the monitoring and related work will be provided by the appointed contractor.
- As part of the licensing requirement and in accordance with the funding letter, adequate funds to cover excavation, post-excavation analysis, and any testing or conservation work required will be made available.
- During the construction all machine traffic must be restricted as to avoid any newly revealed archaeological or cultural heritage sites and their environs. Materials management will be in operation to ensure no damage to a site of archaeological interest

Archaeological monitoring (as defined in section 15.5.1) under licence will take place, where any preparatory ground-breaking or ground reduction works are required (as defined in section 15.4.1), at all sites of archaeological and cultural heritage along the proposed route, including National Monuments, Recorded Monuments and sites listed in the DCIHR.

It is in these areas that there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in situ will be undertaken.

4.8.3 Recommended Conditions

See Appendix.

4.9 City Architect's Division

4.9.1 Introduction

The City Architects Division welcomes in principal the objectives of the Proposed Scheme to support integrated sustainable transport use through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures. The Proposed Scheme will facilitate the modal shift from car dependency through the provision of walking, cycle, and bus infrastructure enhancements thereby contributing to an efficient, integrated transport system and facilitating a shift to a low carbon and climate resilient city.

The Scheme notes that proposals for public realm upgrades, including widened footpaths, high quality hard and soft landscaping to contribute towards a safer, more attractive environment for pedestrians are included, and that it has been developed having regard to relevant accessibility guidance and universal design principles so as to provide access for all users.

The City Architects Division wishes to comment on the proposals, noting the following:

- The design of the public realm will be fundamental to the success of the Proposed Scheme.
- This design needs to be supported by pedestrian traffic counts to ensure that footpaths are of sufficient width to safely accommodate anticipated pedestrian volumes and to provide for ancillary public realm infrastructure such as tree-planting, greening and street furniture, as well as traffic infrastructure such as bus shelters, utility cabinets, and cycle stands etc. Footpaths should be designed to be universally accessible and pedestrian environments enhanced.

- As part of the proposals, all historic fabric and features should be retained and protected, and the settings of protected structures and buildings within Architectural Conservation Areas (ACA's) should be respected insofar as possible within the Proposed Scheme.
- Generally, existing survey drawings are submitted with a project to facilitate analysis and the extent of intervention in a proposal. The General Arrangement Drawings submitted as part of the National Transport Authority's Tallaght/ Clondalkin to City Centre Core Bus Corridor Scheme are drawn at a scale of 1:500@A1 and do not include an overlay of existing survey drawings.

The inclusion of an overlay of existing survey drawings onto the General Arrangement Drawings as submitted for the Tallaght/ Clondalkin to City Centre Core Bus Corridor Scheme would have facilitated a better assessment of the impacts of the proposals on the existing public realm.

This issue was raised in previous City Architects commentary.

- Comments will generally be confined to proposed physical interventions in the public realm only, with minimal or no commentary on traffic routing or modelling.
- Where drawings are referenced in the commentary, the relevant Drawing Sheet no. from Volume 3, Figures, Chapter 4.3 General Arrangement Drawings is included for ease of reference.
- Local Authority Boundaries: The boundaries between all local authorities should be indicated on all drawings where applicable.

4.9.2 Building Conservation Legislation

As this route involves works to and/or adjacent to Protected Structures their curtilage incl. Historic Fabric and within Conservation Areas:

The applicant is to confirm that all works proposed must comply with Part IV of the Planning and Development Act 2000. This includes guidelines under S.52 (1) for the protection of structures, or parts of structures, and the preservation of the character of architectural conservation areas.

For reference, in December 2004, the Minister for the Environment, Heritage and Local Government published guidelines under S.52 (1) entitled Architectural Heritage Protection Guidelines for Planning Authorities which incorporated the S.52 (2) guidelines as Chapter 5.

4.9.3 Previous commentary

Previous commentary by the City Architects Division on the BusConnects Core Bus Corridor Scheme

City Architects Division previously submitted detailed comments and recommendations on the BusConnects Core Bus Corridor Scheme to the Dublin City Council BusConnects Liaison Team on the following dates:

- 25th May 2019, City Architects comments on BusConnects CBC 'preferred routes', published for Round 1 of public consultation.

- 25th February 2020, City Architects Comments on BusConnects proposals, timelines, and information required.
- 18th April 2020, City Architects Comments on BusConnects CBC 'preferred routes', published for Round 2 of public consultation.
- 7th January 2021, City Architects Comments on BusConnects CBC 'preferred routes', published for 3rd Round of public consultation,

and in addition to the following studies:

- 5th August 2020, BusConnects Junction Study of 16 CBC routes.
- 5th August 2020, BusConnects CBC Civic Spine and Civic Space Study.
- 1st October 2020, Footpath Study of Routes 13 & 7.

4.9.4 Commentary

Commentary by the City Architects Division on the BusConnects Tallaght/ Clondalkin to City Centre Core Bus Corridor Scheme, as submitted by the National Transport Authority to An Bord Pleanála

Commentary by the City Architects Division on the Proposed Scheme is limited to a review of the following documents only contained within the Environmental Impact Assessment Report of the planning documentation:

Volume 1, Non-technical Summary

Volume 2, Chapter 4 Proposed Scheme Description

Volume 3, Figures, Part 1, Chapter 4.3 General Arrangement

Volume 3, Figures, Part 1, Chapter 4.4 Typical Cross Sections

Volume 3, Figures, Part 1, Chapter 4.5 Landscaping General Arrangements

Volume 3, Figures, Part 1, Chapter 4.9 Street Lighting

Volume 3, Figures, Part 3, Chapter 17.2 Visualisations

Volume 3, Figures, Part 2, Chapter 4.10 Junction System Design

1.	<p>Footpath widths:</p> <ol style="list-style-type: none"> 1. The provision of footpaths designed to the minimum width may not be sufficient in areas of high pedestrian traffic, in urban villages and along tourist routes where large groups of tourists may congregate e.g. Sheet 33 & 34 Nicholas St. 2. Footpath widths also need to account for congregations of passengers waiting in the vicinity of bus stops. 3. Preferably cycle paths should be located at the edge of the footpath rather than running through them creating unusable / rarely used pedestrian spaces e.g. Sheet 24 junction of Drimnagh Rd & Kildare Rd, Sheet 33 junction of Patrick Street & Dean Street, Sheet 34 junction of High Street, Christchurch Place & Nicholas Street. 	
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	<ul style="list-style-type: none"> • By condition, confirmation is requested that pedestrian traffic counts have been undertaken to ensure that the proposed footpath widths along the Proposed Scheme are sufficient to cater for anticipated pedestrian volumes. This confirmation should be submitted to the planning authority prior to commencement of development. 	
2.	<p>Local Public Realm Improvement Schemes:</p> <ol style="list-style-type: none"> 1. The Proposed Scheme includes images and plan drawings of proposed public realm improvements at; <ol style="list-style-type: none"> 1. Longmile Rd & Walkinstown Rd Junction (Sheet 22) 2. Christchurch Place (Sheet 34) 3. Longmile Rd Cycle Lane & enhanced planting within medians (Sheet 55 & 56) 4. New pedestrian crossing along Longmile Rd (Sheet 55 & 56) <p>The information provided is insufficient to facilitate proper assessment of the proposals and additional information is required including visualisations of the proposals.</p> <ul style="list-style-type: none"> • By condition, detailed drawings and specifications of the proposed public realm improvement schemes shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. 	
3.	<p>Land Acquisition by NTA & Taking in Charge:</p> <ol style="list-style-type: none"> 1. Where it is proposed to CPO or acquire lands as part of the Proposed Scheme, confirmation is sought as to whether ownership of these lands will be transferred to the relevant local authority or will these lands be retained by the NTA but taken in charge by the relevant local authority for maintenance purposes. <ul style="list-style-type: none"> • By condition details of all landscaping and public realm finishes in areas where they are to be taken in charge shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. 	
4.	<p>Bus Shelter Design:</p> <ol style="list-style-type: none"> 1. Bus shelters impact on the width of footpaths and should only be proposed where there is sufficient space to physically accommodate them and passengers congregating in their vicinity. 2. Bus shelter locations are indicated on the drawings but information on their proposed design, size and type is not provided. <ul style="list-style-type: none"> • By condition, full details of the design and type of each bus shelter for each location shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. 	

	<p>3. The proposed location of bus shelters in the vicinity of buildings of architectural importance and in Conservation Areas needs to be considered carefully. For example a bus shelters is proposed in the Scheme along Nicholas St where currently none exist. However no bus shelters in these locations is preferable as the streets are located within a Conservation Area and the footpaths are narrow. Bus stops only rather than bus shelters would be preferable. The vistas and settings of Protected Structures will also be impacted by the proposed siting of bus shelters in their vicinity.</p> <ul style="list-style-type: none"> • By condition, full details of the design and type of each bus shelter for each location along the Proposed Scheme shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. <p>4. In the interest of visual amenity and having regard to protected structures and their settings, advertisements should not be permitted on bus shelters in Architectural Conservation Areas (ACA), Conservation Areas, Residential Neighbourhoods (Conservation Areas) or Special Planning Control Schemes (SPCS).</p> <ul style="list-style-type: none"> • By condition, full details of the design and type of each bus shelter for each location along the Proposed Scheme shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. 	
5.	<p>Siting of utility cabinets and above-ground utility infrastructure:</p> <ol style="list-style-type: none"> 1. The siting of utility cabinets, poles and other above-ground utility infrastructure may have significant impacts on the space, visual impact and quality of the public realm. 2. This issue has been a significant problem on previous transport infrastructure projects. <ul style="list-style-type: none"> • By condition, the siting of all utility cabinets and other above-ground utility infrastructure shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. 	
6.	<p>On-street Parking:</p> <ol style="list-style-type: none"> 1. The roll-out of electric charging points for electric vehicles is required if national carbon emissions plans are to be met. <ul style="list-style-type: none"> • By condition, the NTA should engage with electrical charging operators to co-ordinate the roll out of electrical charging points to on-street parking areas as part of the works along the route of the Proposed Scheme. This shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. 	
7.	<p>Palette of materials:</p> <ol style="list-style-type: none"> 1. The Volume 3, Figures, Chapter 4.5 Landscaping General Arrangement drawings appear to indicate that all the existing hard landscape surfaces along the Proposed 	

	<p>Scheme are to be replaced with new as the symbol in the legend for 'Existing Surfaces Retained' is only present in small areas on the proposed drawings.</p> <p>2. It is submitted that the replacement of all the existing hard landscape surfaces with new may not be required, nor may it be financially feasible or sustainable.</p> <ul style="list-style-type: none"> • By condition, the extent of existing hard landscape to be retained within the Proposed Scheme shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. <p>3. Stone or concrete sett paving is proposed for the raised tables at side road entries. All materials will need to be agreed and approved with Dublin City Council Roads Maintenance Division.</p> <ul style="list-style-type: none"> • By condition, the material palette within the Proposed Scheme shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. <p>4. It is noted that the 'Typical Material Typologies' in Section 4.6.11.2.1, of Volume 2, Chapter 4 Proposed Scheme Description, and Volume 3, Figures, Chapter 4.5 Landscaping General Arrangement drawings, do not appear to include or refer to existing historic fabric such as historic granite paving and historic granite kerbs within the Proposed Scheme.</p> <ul style="list-style-type: none"> • By condition, all historic fabric shall be recorded and retained within the Proposed Scheme in accordance with best conservation practice and shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. 	
8.	<p>Palette of street furniture:</p> <ol style="list-style-type: none"> 1. A full palette of street furniture to include street lighting, bins, benches, bollards, cycle stands, wayfinding poles, digi-panels etc and confirmation on their proposed locations is required. 2. Confirmation is sought as to whether an identical palette is to be used for the Proposed Scheme across all the local authority administrative areas or whether each local authority (and perhaps specific urban villages) will have their own palette. 3. Confirmation is sought as to whether there will be uniformity in the palette of street furniture across all the BusConnects Core Bus Corridor Schemes. <ul style="list-style-type: none"> • By condition, a full palette of street furniture and their proposed locations across all the proposed BusConnects Core Bus Corridor Schemes, shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. 	

9.	<p>Boundary treatments:</p> <ol style="list-style-type: none"> 1. Where property boundaries along the route are to be relocated to facilitate land acquisition, the fabric in the existing boundaries should be assessed for their architectural conservation value and cultural value. <ul style="list-style-type: none"> • By condition, the fabric in all property boundaries which are to be relocated to facilitate land acquisition along the Proposed Scheme should be assessed for their architectural conservation value and cultural value. This assessment should be submitted to, and agreed in writing with, the planning authority prior to commencement of development. 2. The assessment should confirm whether the fabric, which may include railings, walls etc. is suitable for repair and re-use for sustainability reasons in the new boundaries rather than replaced with new. <ul style="list-style-type: none"> • By condition, the fabric in all property boundaries which are to be relocated to facilitate land acquisition along the Proposed Scheme should be assessed whether it may be suitable for repair and re-use for sustainability reasons in the new boundaries rather than replaced with new. This assessment should be submitted to, and agreed in writing with, the planning authority prior to commencement of development. 	
10.	<p>Per cent for Art Strategy:</p> <ol style="list-style-type: none"> 1. It is not clear where the Percent for Art Strategy is to be incorporated into this project. <ul style="list-style-type: none"> • By condition, the selection and location of artworks along the route as part of the Percent for Art strategy shall be reviewed and agreed with the local authority Arts Office and submitted to, and agreed in writing with, the planning authority prior to commencement of development. 	
11.	<p>Water Drinking Fountains:</p> <ol style="list-style-type: none"> 1. In order to reduce plastic waste and promote sustainability, a strategy for the roll-out of water drinking fountains, such as the recently installed model on Clarendon Row, should be incorporated into the Proposed Scheme at suitable locations and in consultation with Dublin City Council. <ul style="list-style-type: none"> • By condition, suitable locations for water drinking fountains should be identified and installed as part of the works along the route of the Proposed Scheme. This shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development 	
12.	<p>Street Trees & Planting:</p> <ol style="list-style-type: none"> 1. New street trees are proposed by the scheme in footpaths that appear to be below the minimum width. The inclusion of new trees in suitable locations is welcomed but trees should only be indicated on the drawings where there is sufficient width available to provide them. 	

	<ul style="list-style-type: none"> • By condition, new trees should only be indicated where this is sufficient remaining width in the footpath for pedestrians and wheelchair users. This information shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. 	
13.	<p>Traffic Signal Poles:</p> <ol style="list-style-type: none"> 1. The proposed number of poles at each junction that are required to provide enhanced public lighting and traffic signals for pedestrians, cyclists, buses and other vehicles needs to be rationalised to the minimum number of required poles. The large increase in poles proposed is evident from visualisation, View 02 as proposed, Sheet 10 of 28, View from West along Nangor Rd (towards Willow Road / Diageo entrance junction), Volume 3, Figures, Part 3, Chapter 17.2 Visualisations. <ul style="list-style-type: none"> • By condition, traffic signage is to be designed to reduce the number of traffic signal poles required to the minimum. This information shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. 	
14.	<p>Gantry Signage – Traffic Signals: Discrepancy in documents submitted</p> <ol style="list-style-type: none"> 1. Chapter 04 proposed Scheme Description, Section 4.6.10 Other Street Infrastructure, Section 4.6.9.1.2 Gantry Signage states that “ No new gantry signage is included in the proposed Scheme”. It is considered that gantry signage is not suitable in low speed residential areas particularly Conservation Areas due to their high visual impact. The following is a non-exhaustive list of locations where gantry poles are proposed for traffic signals in the Proposed Scheme. 2. Gantry signage is shown in the View from East of Christchurch Junction Figure 17.2.19.2 As proposed, Figure 17.2.19.4 As proposed. Additional gantry signage for this junction is also indicated on Sheet 53, Junction Systems Design, Volume 3, Figures, Part 2, Chapter 4.10 Junction System Design). This junction is adjacent to Christchurch cathedral, a national monument and is within a Conservation Area. 3. Gantry signage is indicated at the junction of Dean Street & Patrick Street (Sheet 50, Junction Systems Design, Volume 3, Figures, Part 2, Chapter 4.10 Junction System Design). This junction is located between a Conservation Area and an Architectural Conservation Area and is adjacent to Saint Patricks Cathedral, a national monument. <ul style="list-style-type: none"> • By condition, gantry traffic signage should not be included in the scheme in Conservation Areas, Architectural Conservation Areas and Residential Conservation Areas hence alternative traffic signage solutions should be investigated. This information shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. 	
15.	<p>Village Signage:</p>	

	<ol style="list-style-type: none"> 1. Existing 'Welcome to Village xxx' signage provide local wayfinding landmarks and should be retained as part of the Proposed Scheme, in agreement with the local authority and community. 2. The Proposed Scheme presents an opportunity to implement a scheme of city wide co-ordinated village signage, in collaboration with the relevant local authority and Area Offices, as part of the overall Bus Connects Core Bus Corridor Project. <ul style="list-style-type: none"> • By condition, village signage should be incorporated into the Proposed Scheme, and a scheme of city wide co-ordinated village signage should be undertaken and shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. 	
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4.10 Conservation Section

4.10.1 Introduction

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

4.10.2 Policy

4.10.2.1 Dublin City Development Plan 2022 – 2028

Chapter 11 – Built Heritage and Archaeology, 11.1 Introduction, *'It is recognised that the city's built heritage contributes significantly to the collective memory of its communities and to the richness and diversity of its urban fabric. It is key to the city's character, identity and authenticity and vital social, cultural, and economic asset for the development of the city.'*

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

Section 11.5.1 Curtilage of a Protected Structure states *'The curtilage of a protected structure is often an essential part of the structure's special interest. In certain circumstances, the curtilage may comprise a clearly defined garden or grounds, which may have been laid out to complement the design or function.'*

It is the Policy of Dublin City Council:

BHA2: *Regarding Development of Protected Structures:*

'That development will conserve and enhance Protected Structures and their curtilage and will:

a) Ensure that any development proposals to protected structures, their curtilage and setting shall have regard to the Architectural Heritage Protection Guidelines for Planning Authorities (2011) published by the Department of Culture, Heritage and the Gaeltacht.

b) Protect structures included on the RPS from any works that would negatively impact their special character and appearance.

- e) Ensure that the form and structural integrity of the protected structure is retained in any development and ensure that new development does not adversely impact the curtilage or the special character of the Protected Structure.
- h) Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features.
- i) Ensure historic landscapes, gardens and trees (in good condition) associated with the protected structures are protected from inappropriate development.'

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

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

The protected status afforded by inclusion in an ACA only applies to the exterior of structures and features of the streetscape.'

It is the Policy of Dublin City Council:

BHA7: Regarding Architectural Conservation Areas:

- a) To protect the special interest and character of all areas which have been designated Architectural Conservation Areas (ACA). Development within or affecting an ACA must contribute positively to its character and distinctiveness, and take opportunities to protect and enhance the character and appearance of the area and its setting, wherever possible. Development shall not harm buildings, spaces, original street patterns, archaeological sites, historic boundaries or other features, which contribute positively to the special interest of the ACA.
- d) Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture.

'All trees which contribute to the character and appearance of an Architectural Conservation Area, in the public realm, will be safeguarded, except where the tree is a threat to public safety, prevents universal access or requires removal to protect other specimens from disease.'

It is the Policy of Dublin City Council:

BHA8: Regarding Demolition in an ACA:

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

Section 11.5.3 Z2 and Z8 Zonings and Re-Hatched Conservation Areas

'The Z8 Georgian Conservation Areas, Z2 Residential Conservation Areas and red-lined Conservation Areas are extensive throughout the city. Whilst these areas do not have a statutory basis in the same manner as protected structures or ACAs, they are recognised as areas that have conservation merit and importance and warrant protection through zoning and policy application.'

...The special interest/value of Conservation Areas lies in the historic and architectural interest and the design and scale of these areas. Therefore, all of these areas require special care in terms of

development proposals. The City Council will encourage development which enhances the setting and character of Conservation Areas.

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

It is the Policy of Dublin City Council:

BHA9: *Regarding Conservation Areas, enhancement opportunities may include:*

'3. Improvement of open spaces and wider public realm and reinstatement of historic routes and characteristic plot patterns.'

It is the Policy of Dublin City Council:

BHA10: *Regarding Demolition in a Conservation Area:*

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

It is the Policy of Dublin City Council:

BHA15: *Regarding Twentieth Century Buildings and Structures:*

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

It is the Policy of Dublin City Council:

BHA16: *Regarding Industrial Heritage:*

a) *'To have regard to the city's industrial heritage and Dublin City Industrial Heritage Record (DCHIR) in the preparation of Local Area Plans and the assessment of planning applications...'*

Section 11.5.3 Protection of Historic Ground Surfaces, Street Furniture and Public Realm

'Dublin is fortunate to still retain impressive areas of historic street surfaces such as granite kerbing, granite pavement flags and granite and/or diorite setts, mainly but not entirely situated in the city centre. These along with other important historic features in the public realm such as milestones, city ward stones, street furniture, water troughs, post boxes, lampposts and railings make a special contribution to our built heritage. These items are often an integral part of the urban landscape or province significant historic references which greatly contribute to the character of an area, especially where they complement the architectural features of protected structures, Architectural Conservation Areas and Z2, Z8 and Red-Hatched Conservation Areas.'

It is the Policy of Dublin City Council:

BHA18: *Regarding Historic Ground Surfaces:*

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

It is the Policy of Dublin City Council:

BHA24: Regarding Reuse and Refurbishment of Historic Buildings:

'Dublin City Council will positively encourage and facilitate the careful refurbishment of the historic built environment for sustainable and economically viable uses and support the implementation of the National Policy on Architecture as it relates to historic buildings, streetscapes, towns and villages, by ensuring the delivery of high quality architecture and quality place-making and by demonstrating best practice in the care and maintenance of historic properties in public ownership.'

It is the Policy of Dublin City Council:

BHA26: Regarding Archaeological Heritage:

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

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

4.10.2.2 Dublin City Tree Strategy 2016 – 2020

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

As noted in the Dublin City Tree Strategy 2016 – 2020, 'Dublin City's identity is expressed in a pattern of tree lined streets and open spaces. Trees form an integral part of the urban fabric of Dublin City whether they are in public or private ownership... Trees contribute to urban design and can help define spaces... They can also create areas of particular urban character and ambience as the use of the term Dublin's leafy suburbs suggests and they provide a verdant frame for our historic buildings.'

Section 3.6.1 'Private trees whether in gardens, residential or business premises make a significant contribution to the visual amenity of Dublin City and provide an important habitat for wildlife. They may act as landmarks, identify a particular location, provide a foil to the urban townscape and impart a sense of character to the area...'

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

4.10.2.3 Architectural Heritage Protection Guidelines for Planning Authorities (2011)

Consideration of proposals affecting boundary features:

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

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

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

14.4.1 Street Furniture and Paving

'An item of street furniture may be protected by being included in the RPS in its own right where it is special or rare; as part of the curtilage of a Protected Structure; or as part of an ACA. Such items could

include lamp standards, seats and benches, bollards, railings, street signs, iron signposts, free standing or wall mounted post boxes, telephone kiosks, horse troughs, water pumps, drinking fountains, jostle stones, milestones, paving, kerbstones, cobbles and setts, pavement lights, coal hole covers, weighbridges, statues and other monuments.'

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

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

4.10.3 Assessment

The potential impact of the proposed development on the architectural heritage of this route and on the following categories in particular, has been assessed:

- Protected Structures and Proposed Protected Structures and their settings
- Buildings and other structures (post boxes/milestones etc.) and historic landscapes included on the National Inventory of Architectural Heritage (NIAH)
- Structures included in the Dublin City Industrial Heritage Record Survey (DCIHR)
- Other unprotected structures that contribute positively to the architectural heritage and character of streetscapes
- Architectural Conservation Areas (ACAs) and Conservation Areas
- Lands zoned Z2 in the Dublin City Development Plan 2022-2028, which aims to '*protect and / or improve the amenities of residential conservation areas*'
- Lands zoned Z8 in the Dublin City Development Plan 2022-2028, which aims '*to protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective*'
- Historic Paving and Kerbing

4.10.3.1 General Response

The comprehensive assessment of architectural heritage, streetscape and the urban environment submitted as part of the EIA and the proposed mitigation measures across the scheme is generally welcomed.

Appendix A16.1 Historical Background provides a detailed and well-researched discussion on the history of the development of the route. Appendix A16.2 Inventory of Architectural Heritage Sites provides a written and photographic record, importance rating and sensitivity rating for all protected structures, NIAH-recorded structures, designed landscapes, unprotected structures of built heritage significance, street furniture, paving and surface treatments. The record is comprehensive and accurately describes the quality and status of the heritage structures along the proposed route. Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric, Section 1.2.1 provides a statement on protection of architectural heritage structures and features during works. '*Some architectural heritage features will require protection during the course of works, where works are proposed in close proximity to them.*

Where works are proposed adjacent to the historic features there is a risk of damage. The fabric will be recorded in position, protected and monitored for the duration of the works. Protection during the course of works will include cordoning off or the provision of protective wrapping or temporary hoardings or boxing off as appropriate. More specific protections are outlined in the relevant sections of this methodology'

The Conservation Section finds that a very thorough study of the receiving environment has been carried out.

In general, Dublin City Council's Conservation Section agrees with the above findings regarding mitigation and protection measures. Once the mitigation measures have been applied, there will be no significant adverse residual impacts on the architectural heritage resource as a result of the Construction and Operational Phase of the Proposed Scheme.

4.10.3.2 Key Impacts

Having regard to the information submitted the following are considered by the Conservation Section to be the key impacts of the Tallaght/Clondalkin to City Centre route in relation to architectural heritage:

- Protected Structures and their settings
 - a) Several Protected Structures are included on the subject map sheets. These structures are located on or adjacent to the route boundary. All Protected Structures in close proximity to construction works are to be adequately protected and all proximate works are to be supervised by a conservation professional including Massey's Undertakers (RPS 2308), Brú Chaoimhín (RPS 2053), Former James Weir Home (RPS 2054), 112 Cork Street (RPS 2055), 116 Cork Street (RPS 2056), 10 Ardee Street, (RPS 254), St. Luke's Church (RPS 5827), Widow's Alms Houses (RPS 2044), 77 Francis Street (RPS 2942), 1-Dean Street (RPS 2283), 51 Patrick Street (RPS 6440), 52 Patrick Street (RPS 6441), 53 Patrick Street (RPS 6442), Iveagh Trust Flats (RPS 1011), St. Nicholas Church (ruin) (RPS 5830), Former Synod Hall (RPS 1516), Christchurch Cathedral, school, archway, ruins of chapter house, caretaker's house, boundary walls, railings (RPS 1515), Old Church of Ireland Church Crumlin (RPS 7555), Our Lady of Dolours Church (RPS 1849).
 - b) The principal direct impact of the works will be to the boundary of a Protected Structure during construction phases. The southern boundary of 314 Crumlin Road, the Former Ardscoil Éanna (RPS ref. 8828/NIAH 50080190) will be subject to temporary land acquisition necessitating the removal of the boundary wall. While the boundary wall has been altered it constitutes the historic boundary of the site. While it will be rebuilt, the removal of the boundary wall will impact the curtilage of the Protected Structure.
 - c) The proposed bus shelter at St. Patrick's Park (NIAH 50080682) will be located in close proximity to St. Patrick's Cathedral (RPS 6443/NIAH 50086080) and its boundary railings and plinth walls (RPS 6444/NIAH 50056080). The shelter is considered to be too close to the front elevation of the Cathedral and will impact visually on the western boundary and on its setting. The significance of this impact has not been adequately commented upon within the impact assessment of the EIA. An alternative location should be considered for the shelter. The design of any new shelter in this location should be carefully considered with the aim of minimising potential negative visual impacts, to support the reduction of visual clutter and to improve legibility of the protected structure.
 - d) The general arrangement drawings indicate that the bus shelter outside the boundary wall of St. Mary's Church of Ireland Church (RPS 7719) will be retained, however the Architectural Heritage report indicates that the shelter will be moved to west of the entrance gate. While the church is partially screened by the existing boundary wall the new location will have a greater visual impact on the church which is a Protected Structure.
 - e) The general arrangement drawings indicate a temporary land take to facilitate a revised bus stop arrangement at the former Volkswagen premises (RPS 5792/NIAH 50080484) on the Naas Road. The proposed works will involve changes in the boundary treatments which may have a visual impact on the Protected Structure.
- NIAH Structures and their settings

- a) The Crumlin Health Centre (NIAH 50080483) will be subject to temporary land take which will necessitate the removal of the front boundary walls, railings, piers and gates. While it will be rebuilt using the existing materials where possible, the removal of the boundary features will impact the curtilage of the Protected Structure.
 - b) All NIAH Structures in close proximity to construction works are to be adequately protected and all proximate works are to be supervised by a conservation professional including the former bank building at 219 Crumlin Road (NIAH 50080196), Sundrive Garda Station (NIAH 50080200), Loreto College (NIAH 50080201), Camac Bridge (NIAH 50080203), Massey's Undertakers (NIAH 50080467/50080225), 390 South Circular Road (NIAH 50080745), Brú Chaoimhín (NIAH 50080733/50080734/50080735), Former James Weir Home (NIAH 50080728), 107 Cork Street (NIAH 50080726) 112 Cork Street (NIAH 50080664), 116 Cork Street (NIAH 50080063), 10 Ardee Street (NIAH 50080666), Widow's Alms Houses (NIAH 50080882), St. Brigid's Convent (NIAH 50080640), 116 The Coombe (NIAH 50080639), 77 Francis Street (NIAH 50080632, 73 Francis Street (NIAH 50081105), 74 Francis Street (NIAH 50081106), 1-4 Dean Street (NIAH 50080634/50080635/50080636/50080637), 51 Patrick Street (NIAH 50080676), 52 Patrick Street (NIAH 50080676), 53 Patrick Street (NIAH 50080676), Iveagh Trust Flats (NIAH 50080685), Iveagh flats Nicholas Street (NIAH 50080691), Former Synod Hall (NIAH 50080530), Christchurch Cathedral including school, archway, ruins of chapter house, caretaker's house, boundary walls, railings (NIAH 50080531, NIAH 50080532).
- Architectural Conservation Areas, Conservation Areas, Z2 and Z8 Zonings
 - The south end of the Thomas Street and Environs ACA lies along Dean Street and Francis Street. The proposed development will require the amendment of the junction at Francis Street/Dean Street which lies within the ACA. The north side of Dean Street, which also lies within the ACA boundary, is a potential temporary compound site for the scheme. The proposed route along Bunting Road and St. Mary's Road runs alongside the southwest boundary of the Crumlin Village ACA. A new bus shelter is proposed within the Architectural Conservation Area, which will impact its setting. The installation of works will not directly impact any buildings within the ACAs but there is potential for damage during construction. The proposed mitigation is the protection and monitoring of sensitive architectural heritage features within the affected areas of the ACAs prior to, and for the duration of the Construction Phase. Recording, overseeing of protective measures and monitoring is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric.
 - Conservation Areas, Z2 and Z8 Zonings
 - The route will cross the red hatch Conservation Area encompassing the Grand Canal at Dolphin's Barn Bridge. A potential temporary site compound proposed for the area between Parnell Road and Rutland Avenue is located within the red hatch Conservation Area boundary.
 - The route will run alongside the western boundary of the red hatch Conservation Area encompassing St. Patrick's Cathedral and the adjacent St. Patrick's Park.
 - The north end of the proposed scheme will run through the red hatch Conservation Area encompassing High Street which includes Christ Church Cathedral and the adjacent Synod Hall.
 - The route will run along the north-western boundary of the red hatch Conservation Area encompassing the north end of Crumlin Village. St. Mary's Church of Ireland Church and St. Mary's Church are located within the boundary of the red hatch Conservation Area.

The architectural heritage report indicates that a new bus shelter is proposed in front of St. Mary's Church and within the Conservation Area.

- The route will cross the red hatch Conservation Area encompassing the Grand Canal at Parnell Bridge.
 - The route will run along the northern boundary of a Georgian Conservation Area (Z8) at St. Luke's Church on Cork Street.
 - The route will run along the western boundary of a Georgian Conservation Area (Z8) at St. Patrick's Cathedral on Patrick's Street.
 - The route will terminate at the southern boundary of a Georgian Conservation Area (Z8) encompassing the Synod Hall and Christ Church Cathedral.
- Industrial Heritage Sites
 - a) A review of the DCIHR (DCC 2003 to 2009) revealed that there are 17 Industrial Heritage sites identified in the study area. These include a quarry site (DCIHR 18_14_034), a smithy (DCIHR 18_14_033) and Moracrete Cottages (18_14_031) on the Crumlin Road; Dolphin's Barn or Camac Bridge (DCIHR 18_14_004) and a canal harbour (DCIHR 18_14_005) on the Grand Canal; the site of a swing bridge on the Poddle (DCIHR 18_10_084), a chemical works (DCIHR 18_10_106) and a hosiery factory (DCIHR 18_10_079); Tan Yard (DCIHR 18_11_012) a factory (DCIHR 18_11_090), a Dye Works (DCIHR 18_11_077); a tan yard (DCIHR 18_11_124), and a Poplin Factory (DCIHR 18_11_076 on Cork Street; the Weavers Hall (DCIHR 18_11_111) on Dean Street); Rutland Mills (DCIHR 18_14_023) and a gown factory (DCIHR 18_13_034). The site of a former market garden (DCIHR 18_13_035) may be used as a potential temporary site.
 - Potential impacts on historic paving and kerbing, historic street furniture and lamp standards and other features:

Paving:

- Proposed kerb realignments are proposed at Dolphins Barn Road (CBC0809BTH15), Synod Hall Michaels Hill (CBC0007BTH136) and Christ Church, Winetavern Street (CBC007BTH237) will directly impact historic granite kerbing. The kerbs will be removed and reinstated following works.

Lamp Posts:

- A number of cast-iron lamp posts have been identified at the north end of the route at Patrick Street and Nicholas Street and date from c. 1905 with replicas dating from the mid-twentieth century (see NIAH ref. no. 50080545). There is the potential for all heritage lamp posts to be damaged during development of the route. Exact details of the proposed relocation of the historic lamp standards must be provided. The supervision of the work by a conservation professional will be required.
- A cast-iron post box (NIAH ref. no. 50080638) located at the junction of Francis Street and Dean Street is to be relocated. The supervision of the work by a conservation professional will be required. Exact details of the proposed relocation of the post box must be provided.

Other Street Furniture/Finishes:

- A milestone (NIAH 50080455) located on Walkinstown Road is located within the proposed temporary land take for the scheme which will necessitate its temporary removal during works and reinstatement following the completion of the works. The supervision of the work by a conservation professional will be required. Exact details of the proposed relocation of the milestone must be provided.

- Proposed Tree Removal and Provision of New Trees
 - Temporary land take to facilitate the construction of the new bus lane will require the removal of existing trees at Ardscoil Éanna (RPS 8828).
 - Temporary land take to facilitate the construction of a new bus stop and bus lane will require the removal of trees and vegetation at the Volkswagen premises (RPS 5792) on Naas Road.
 - Temporary land take to facilitate the construction of the new bus lane will require the removal of vegetation at the Guinness Rugby Club.

- Boundary Treatments
 - The Conservation Section notes that where works may require the removal of existing roadside boundary walls, railings, entrances gates and hedgerows, together with areas of existing garden plantings garden trees, paving and garden features, new boundary walls, railings, entrances gates and hedgerows to match existing shall be reinstated at setback location, pending agreement on more detailed design with the Planning Authority's Conservation Section and having regard to the provisions of the Architectural Heritage Protection Guidelines for Planning authorities (2011) and the relevant DHLGH Advice Series publication(s).

- Cycle Lanes
 - The Conservation Section request that where the cycle ways are located in close proximity to Protected Structures and within Architectural Conservation Areas generally, that an alternative high quality cycle lane surface is provided in-lieu of red tarmacadam.

- New Traffic Semaphore & Signage
 - The proposed new bus lanes and routes may require additional traffic semaphores and signage.
 - Careful consideration shall be given to the siting of associated utilities and traffic management signage in relation to Protected Structures and Conservation Areas, historic paving and historic street furniture. Signage should be kept to the necessary minimum. The Conservation Section recommend that consideration is given to the rationalisation of all signage across the Bus Connects routes to reduce visual clutter.

- Proposed Bus Stops
 - The location, form and materials of the proposed bus stops / shelters / information posts has the potential to impact upon the character and setting of Protected Structures and Conservation Areas.
 - Mitigation will be required to mitigate the visual impact of bus stops / shelters / information posts sited near or fronting Protected Structures and Architectural Conservation Areas.

The treatment of new kerbing and paving associated with the provision of bus stops / shelters / information boards should be appropriate in material and colour to the location, particularly where adjacent sections of historic stone paving and kerbing exist in situ.

4.10.4 Recommendation & Conditions

See Appendix.

4.11 Environment & Transportation Department

4.11.1 General Comments

The Department is generally supportive of the improvements to bus and cycling infrastructure proposed in the overall context of encouraging a shift to sustainable mobility. In this regard the proposal generally aligns with the policies expressed in the Dublin City current and draft Development Plans.

Dublin City Council is obligated to consider the Proposed Scheme in the context of the vision and range of policies set out in the current and draft development plans with a view to safeguarding the city as a place in which to live, work, visit and do business.

Dublin City Council recognises that the bus is the most important mode of public transport in Dublin and this is best illustrated by the fact that in 2019, almost 160 million journeys were made by bus in the Dublin Region, representing 65% of all public transport trips in the Dublin area. In addition, the DCC/ NTA cordon count in 2019 showed that the bus was the single highest mode of transport crossing the canal, 30% of all trips, and the bus accounted for over half of all public transport trips into the city centre.

The return of bus passenger number to above pre covid levels and the increase of Bus use at weekends of 27% over the pre covid levels is very welcome.

The commitment by the NTA within the BusConnects project to increase the level of priority afforded to the bus service is very much welcomed. The introduction of, for the most part, separated and segregated cycle ways is again welcomed as providing the opportunities:-

- To provide a better and safer cycling environment for all ages and abilities
- Help the bus maintain a steady speed and so achieve its journey times and even headways by removing bicycles from potentially being a source of delay in the bus lane.

4.11.2 Traffic Division

The Traffic Section is supportive of the integrated sustainable transport proposals and recognises the significant improvements that they will bring in terms of safe cycling measures and in enabling an efficient public transportation service along these routes.

It is essential on all BusConnects corridors to ensure that the bus service is given priority "The proposed scheme to operate on a managed headway basis". Therefore, the corridor cannot be operated in isolation and must in fact be a managed corridor such that the DCC traffic control system is constantly managing requests for priority and has the necessary information to determine what level of priority is appropriate in order to maintain an even headway on the corridor.

The DCC centralised traffic control system has for a number of years been linked to the bus automatic vehicle location system via a bespoke software called DPTIM and this link provides details of the bus

location, its journey pattern and if the bus is ahead or behind schedule. For the BusConnects project this system is being upgraded to link to the next Generation Automatic vehicle location system which will allow finer grain information to be transmitted to the DCC system for dynamic management of the corridor.

The modelling work which was carried out on the corridor using Vissim attempted to mimic the real life operation of a full corridor management system using an adaptive traffic control system and allows for a firm basis for how the corridor can be evaluated and to determine its benefits.

In practice DCC will utilise its adaptive traffic control system SCATS to undertake the required traffic management on the corridor to enable the public transport corridor to perform as per the requirements. Because of the use of a real world system which has multiple inputs from the Bus AVL system, cycle and pedestrian detection as well as vehicle actuated sensors, the signals will be running multiple sets of timings across the day rather than a fixed set of timings and the use of this technology will allow improved corridor operation.

The design of this scheme in the Dublin City Council area is difficult and complex and has called for multiple interventions along the road network in order to achieve its objectives. The use of bus priority signals, bus gates and a combination of one systems and turn bans are all intended to alter the current traffic situation along the route and ensure that Public Transport walking and cycling can be prioritised over the private car.

It should be noted that this corridor needs to be considered as a whole and that the various different measures to prioritise public transport walking and cycling, need to be implemented in as full a manner as possible to avoid "watering down " the benefits of this scheme by making localised changes to the design.

Because of the nature of the turn bans and the use of signal controlled priority the deployment of Camera based bus lane enforcement will need to have been rolled out on this corridor before the full benefit of the scheme in terms of bus journey reliability can be achieved.

The enhanced data garnered by DCC from the next Generation AVL system and the next generation Bus priority system currently being specified will play a key role in how the corridor is dynamically managed to ensure that the bus journey times and headways are met.

This digital infrastructure along with the proposed civil infrastructure for traffic signals are both required for the corridor to meet its objectives

IN relation to this corridor specific items are raised regarding the following:

4.11.2.1 Walkinstown Roundabout

DCC welcome the proposed improvements for walking and cycling at the Walkinstown roundabout and recognised the complexity required in the traffic signal operations to ensure a good balance in efficient operation of all transportation modes safety through the roundabout. For the objective of ensuring bus priority, this may require specific synchronising of various traffic signals arms on the

approach and departures of the junction which DCC would welcome discussion on during detailed design as per the agreed conditions.

During the detailed design discussions the option of removing the existing roundabout and replacing with a fully signalling junction should be explored as an alternative to that which is proposed to determine if this is feasible in the interest of pedestrian and cyclist safety and to better enable bus priority.

4.11.2.2 Patrick St/Dean St

As the existing junction of Patrick Street/Dean Street overlap across two different schemes, consideration must be given to ensure that it is viewed as one junction for safe and efficient movement of all transportation modes and to meet the bus priority objectives.

4.11.2.3 Project Delivery Mechanism

This project is being undertaken by the NTA in the role of public transport regulator exercising the right to provide improvements to public transport infrastructure directly via Section 51 of the 1993 Roads Act. The NTA is taking over the role of the Road Authority for the purposes of obtaining planning permission for the corridors and the subsequent construction of the corridors will be undertaken directly by the NTA via their contractors.

Thus the planning and construction of these corridors takes more the form of the Light Rail process than for example the early Quality Bus Corridors, which were all developed and put in place directly by DCC.

4.11.3 Roads Department Comments

This section of the Environment & Transportation report on the Tallaght Clondalkin Bus Connects Scheme has been prepared by the Roads Department. It includes technical input from Roads Design, Roads Construction, Roads Maintenance and Transportation Planning Sections, the remit of which covers design and construction phases through to maintenance and operational phases of the scheme as well as wider policy and planning considerations. The Roads Department is generally supportive of the scheme and its intention to improve bus and cycling provision. Having reviewed the application documentation, the department would like to highlight some matters which, with further consideration, could improve the scheme. The comments set out in the first instance are generally applicable to all the schemes. The Roads Department has in response to these matters developed a set of recommended standard conditions for attachment to all permissions granted which, once complied with, will facilitate engagement and agreement between DCC and the NTA at detailed design and construction stages. Scheme specific comments are also highlighted below for An Bord Pleanála's consideration.

In general terms, Bus Connects proposes substantial improvements to bus and cycling infrastructure, with provision of additional signalised crossings for pedestrians along the routes. The schemes, including the Tallaght Clondalkin scheme, could be improved by making greater provision for pedestrians by ensuring sufficient and appropriate footpath widths based on pedestrian flows (with

an absolute minimum 2m width) and also by ensuring pedestrian priority throughout the routes. There are recurring situations throughout the schemes where user priority is unclear, for example at bus stops and where cycle routes cross footpaths. Grade or physical separation between cycling facilities and footpaths is recommended and running cycle tracks through footpaths and pedestrianised zones should be avoided. Ensuring pedestrian priority is important particularly in the context of people with accessibility issues including visual impairments. Pedestrians, in accordance with all levels of policy, should be ensured priority through signage and other appropriate measures. A condition is recommended in this regard.

Another design feature of all schemes is the reallocation of kerbside space to buses and cyclists, the impact of which is the removal of potential kerbside loading and servicing. This activity is crucial for the general functional operation of the city and to the achievement of the 15 Minute City where people can walk and cycle to local shops and services. Safeguarding the ability of local services to operate is therefore imperative. The extent of loss of loading bays is not clearly quantified in the schemes, nor is the adequacy of alternative provision demonstrated. More information and clarity in this regard would provide comfort that the scheme will continue to support the operation of local businesses. In addition to loading facilities, on street parking is also affected including at commercial units. A condition regarding loading and parking is attached.

Regarding the current scheme, there are recurring issues noted throughout the scheme drawings. It is noted that inadequate buffer space appears to be provided between parking/loading and cycle lanes. Trees and heritage features appear to be shown within footpaths thereby causing obstructions and also, existing street furniture does not appear to be indicated throughout. It is also noted that temporary land acquisition is indicated along numerous properties including driveways. However, it is not clear what the impact of temporary acquisition will be on access and parking arrangements for the properties in question.

An Bord's attention is also directed to some sections of the scheme, the design for which could be reconsidered in light of the following comments.

With regard to the Walkinstown Roundabout (sheet 19), it is not clear why two way cycling around the roundabout is proposed or required. There is concern that drivers will be looking right and not expecting cyclists travelling from the left. Consideration should be given to provision of one way cycling around the roundabout. It is not clear who will have priority at the raised pedestrian and cycle tracks nor how it is intended for this to be managed.

With regard to the Francis Street/Dean Street/ Patrick Street Junction (Sheet 33), An Bord's attention is directed to the recently completed high quality Francis Street Public Realm Scheme. The proposed scheme layout would interfere with the as built layout of Francis Street. Consideration should be given to limiting the works within the scheme to run along the outer edge of the footpath rather than extend up Francis Street as shown. A right turn ban could be implemented through traffic signage. The junction layout does not require redesign to implement this. Furthermore, the rationale for running the cycle route through the pedestrian space on the north western corner of the junction is not clear. This is a very busy area for pedestrians and the cycle route traverses several pedestrian desire lines and waiting areas at pedestrian crossings. Consideration should be given to keeping the cycle lane

along the outer edge of the footpath and allowing cyclist movements to be regulated by the traffic lights (as proposed for the other three corners) rather than cyclists having to negotiate an area where large pedestrian volumes will congregate waiting on the signals.

An Bord is also advised that there are numerous permitted developments along the scheme, including some of significant scale, the access and boundary arrangements of which should be considered as part of an assessment of the scheme.

4.11.4 Environmental Protection Division

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

The key requirements for this development from a surface water/drainage/flood management perspective are outlined as follows:

This development must comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from www.dublincity.ie Forms and Downloads). In particular:

- Continuous kerbs incorporating drainage, as outlined in Figure 2, Page 3 in Appendix K Drainage Design Basis Document, are not accepted by DCC Drainage Planning, Policy and Development Control.
- Enclosed drainage channels such as slot drains or "ACO" drains are not accepted by Drainage Planning, Policy and Development Control.
- The hybrid gully outlined in Section 1.1.3, Page 4 in the BusConnects - Road run-off collection gullies Technical Paper is not accepted by DCC Drainage Planning, Policy and Development Control. The use of narrow profile gullies as previously agreed is welcome.

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

The detailed drainage design shall be agreed in writing with DCC Drainage Planning, Policy and Development Control prior to commencement. It shall be in accordance with the requirements set out in the Greater Dublin Regional Code of Practice for Drainage Works. Surveys on the location and condition of surface water infrastructure sewers, both pre and post development, shall be carried out by the developer and any damage rectified. Any diversions shall be agreed in writing, prior to

commencement, with Drainage Planning, Policy and Development Control. Details on proposed connection locations to the surface water network and discharge rates shall also be agreed.

The NTA shall confirm in writing to Drainage Planning, Policy and Development Control that the development has been designed such that the risk of flooding to the development has been reduced as far as is reasonably practicable, and that the proposals do not increase the risk of flooding to any adjacent or nearby area. The effect of climate change on flooding, +20% rainfall and 0.5m sea level rise should be allowed for in calculations.

Any changes in ground profile shall be modelled to demonstrate no increase in flood risk and to reduce it where reasonably possible.

Pluvial flood risk shall be assessed at all locations along the route. It should not be increased anywhere and should be reduced where possible. No pluvial flooding for 30 year flood scenario is welcome but needs to be connected to new SuDS/GI features rather than our already overloaded network.

The NTA must demonstrate that this development passes the three stages of the SFRA Justification Test, particularly for fluvial flooding.

New compensatory SuDS measures should be close to any green areas lost. In particular, the loss of existing large trees will increase pluvial flood risk unless replaced with equal size or replacement SuDS/GI features again close to where they are lost.

Flow control manholes to be clearly identified throughout the design as it would allow a better understanding of the design and how the attenuation is proposed to work.

4.11.4.1 Detailed comments to be addressed:

1. While an increase in permeable areas is welcome in some sections, consideration should still be given to SuDS treatment of runoff whenever possible.
2. While compensation of hardstand with softstand areas is welcomed, more detail is to be provided in the specific areas to clarify the workings throughout, this should be as noted in the drawing's legend providing areas, flow control and allowable discharge rates etc.
3. It would be preferable to see nature based solutions in a SuDS train throughout the project rather than one of features throughout.
4. Detailed Gully and swale design to be approved where additional required within the DCC boundaries.
5. Design check to be carried out throughout the design as manholes etc. are required to facilitate flow control devices and discharge manholes prior to connection to the sewer network throughout the scheme in line with GDR COP.
6. ChA0, The location of the Flow control device should be included to help understand the design, this applies throughout the design drawings.
7. ChA25-A175 storage volumes are from 23 – 65m³, does this mean the attenuation provided is sufficient for the catchment or is this just the available storage, why the big variation in figures? This applies throughout the design drawings.
8. Ch A1620-A2000 Network to be surveyed prior to construction and design updated accordingly, agreed with DCC Drainage prior to construction.

9. ChA2170 Proposed additional trees should be checked to avoid clashing with existing piped network. This should be carried out throughout the design.
10. Ch A2780 – A3100 Design check around this area, the number of manholes seems to be excessive, could this design be simplified?
11. ChA3360 – A3750 Could this green area be utilised as a Bio-retention area rather than using hard engineering solutions such as oversized pipes, depending on levels etc.?
12. B435-B550 Describes additional impermeable area to be attenuated but with no explanation of how this is achieved. This applies throughout the design as in many areas attenuation is not addressed.
13. ChA3750-A3925 Where is the attenuation for the 458m² of additional impermeable area?
14. ChA3750-AA4050 (South Side) Could this design be amended to include tree pits where new trees are proposed, again Nature Based Solutions should be employed where possible in favour of hard engineering solution such as oversized pipes.
15. ChA4060-A4375 (North Side) Can NBS be used in the design here in the form of Bio-retention areas rather than piped networks?
16. C50 Design to include NBS where possible in preference to hard engineering, i.e. bio retention area in grassed area at the junction?
17. ChA4950-A5510 could a system of tree pits be used along the north side of the road rather than oversized pipes?
18. Ch A5160-A5470 (South Side) could a system of tree pits be used along the South side of the road rather than oversized pipes?
19. Ch C625-C893 where is the attenuation proposed for the additional net impermeable area?
20. Ch A5340-A5350 where is the attenuation proposed for the additional net impermeable area?
21. Ch A5500-A5660 (Both Sides) Design check, proposed new piped network with oversized pipes on top of additional trees? Could these trees be utilised as tree-pits?
22. Ch A5450-A5510 (Both Sides) (18 of 65) note states sheet 16 has drainage details. This area is not addressed either sheet 16, 17 or 18?
23. Ch A5835-A6050 Net Additional area of 2431m³ with no NBS proposed, can we improve the drainage network in this area as this is an opportunity to create NBS on a main junction?
24. Ch A5835-A6050 From the design drawing the area is described as "Existing paved area to become grassed", much of the roundabout is already grassed. Check design and annotation of areas.
25. ChA7800-A7865 (25 of 56) Details of drainage network not described here.
26. ChA10450 –A10510 Design check around space available for proposed new trees?
27. ChA11300 Has a clash detection exercise been carried out with proposed network and existing piped network? This applies throughout the design?
28. Ch A11325-A11413 and Ch A11413-A11438 the two have been separated out and the attenuation of one ignored while the other says there is no attenuation required. Should these not be together and attenuation provided?
29. ChE0-E250 and E250-E625, Design check here as the proposed new trees are directly on top of the existing foul network. Proposed new tree locations to be checked throughout the design.
30. Woodford Walk, 30m² of additional impermeable area is considered minimal, we do not accept this, attenuation should be provided here.
31. Ch F40-F230 Area to be attenuated for here is 69m². We should be providing attenuation and NBS here.

32. Ch F40-F230 Design check around suitability of infiltration, NBS should be employed as a second option and not oversized pipes before discharging to the Camac River. This applies throughout the design.
33. Ch F2260 Note states 42m² of required attenuation is negligible, we do not accept this.
34. Ch F2700 – F2850 Could NBS solutions be employed here instead of hard engineering like oversized pipes?

4.11.5 Water Framework Directive

The proposed Tallaght-Clondalkin to City Centre Core Bus Corridor Scheme transverses the catchment of the Rivers Camac and Poddle within the Dublin City Council administrative area. Albeit all waterbodies are subject to the European Union Water Framework Directive, these waterbodies are specifically highlighted in the River Basin Management Plan (RBMP) as 'Priority Area for Action' with a requirement to protect and restore the river status to a 'good' designation or better, in addition to being protected under Article 4 of the WFD. Currently both the Camac and Poddle Rivers are of 'moderate' status.

Dublin City Council is obliged to achieve a water quality status of 'good' or better with all priority waterbodies by December 2027. To support our achievement of our legislative obligations, the proposal should not cause a deterioration of the status of any waterbody which it is contiguous with downstream and furthermore should not jeopardise the attainment of good ecological and good surface water chemical status, in accordance with our obligations. In particular, all surface water that discharges from the curtilages of the Tallaght-Clondalkin to Centre CBC Scheme proposal into existing or proposed waterbodies should be intercepted and treated, using nature based solutions wherever possible.

Where possible, drainage within the curtilage of this project should be segregated, and infrastructure for discharging surface water into existing surface water sewers should be implemented.

Good Status includes both good ecological and chemical status as determined by the Environmental Protection Agency against an established set of assessment criteria. The latest status indicators may be viewed at www.catchments.ie.

In the Environmental Impact Assessment Report, Chapter 13, we welcome the acknowledgement that urban runoff is a significant pressure on the receiving waters within the project area. However, we do not agree or accept the report's argument in regard to the 'Sensitivity of Receptors', section 13.2.4.2. The report includes an extract from the National Roads Authority, which seems to indicate that the lower the status of a water body, the less sensitive the receptor is. This insinuates that a water body, which has not yet achieved the legislative requirements set out in the EU Water Framework Directive ('Good' ecological status), may receive surface water run-off of a lower quality than 'Good'. We maintain the EU Water Framework Directive takes priority and overrides the National Road Authority and the UK Environment Agency as referenced within section 13.2.4.2 of the report.

As a Member State, Ireland is required to improve the status of ALL water bodies. Chapter 13 goes on to state that the implementation of the 3rd Cycle River Basin Management Plan should address the pressures on the receiving waters, including urban runoff. However, given the scale of the proposed

project and our legal requirement to meet the EU WFD obligations by 2027, the project needs to support and be consistent with the delivery of that 3rd Cycle RBMP. While the local authority is responsible for overseeing the implementation of programmes of measures, all stakeholders need to be involved in delivering the RBMP, including the proposed project. Urban runoff is a significant urban pressure, and the Bus Connects schemes are the single biggest planned intervention to key, heavily trafficked, commuter routes into the city.

The developer shall provide an evidence-based assessment of the impact, if any, of the proposed scheme on the water quality status of both rivers within the curtilage of the proposed project, including both ecological and chemical status.

4.11.5.1 Flood Prevention

At detailed design stage more detail will need to be provided and agreed on:

- Cross sections for crossings of the Camac and Poddle Rivers.
- Plan for dealing with local pluvial flooded areas anywhere where flood depths on the carriageway are predicted to be above 300mm.
- DCC 2022-2028 Development Plan contains updates on Poddle flood zones. These should be referenced.
- NTA shall check their design against new flood extent maps for the Camac catchment which are due later this year may alter flood risk areas.
- Climate Change Flood Adaption Plan for river crossings and other flooded areas.
- FRA should give more detail on the river crossings.

4.11.6 Environment and Transportation Departmental Recommendations and Conditions

See Appendix.

4.12 Parks Department Comment regarding Bunting Park

There is concern that the compound site at Bunting Park will impact on the safety of the run off zone around the existing GAA pitch. If there is any impact the site compound footprint should be reduced or altered. Given the disruption to the amenity and recreational use of this park it is recommended that a sum in the order of €50,000 should be provided for investment into recreational facilities in the park.

5.0 Conclusion

The proposed Tallaght/Clondalkin to City Centre Core Bus Corridor Scheme is supported and welcomed by Dublin City Council as it will ensure the delivery of a number of key policies and objectives of the Dublin City Development Plan 2022-2028. The development of the Core Bus Corridor Scheme will provide an upgraded and expanded bus network and quality of service together with better quality cycling and pedestrian facilities. These improvements will make it easier for people to access and use public transport. In turn, this will promote modal shift from the private car to more sustainable forms of transport including walking, cycling and public transport, ultimately contributing to the creation of a greener and more sustainable city.

With regard to compliance with European, national and local policies and requirements, it is considered that An Bord Pleanála is the competent planning authority, however, Dublin City Council is satisfied that the application generally accords with all such requirements in addition to being consistent with, and supported by, the statutory Dublin City Development 2022-2028. In the event that An Bord Pleanála is satisfied that the proposed development should be approved, the Planning Authority requests that the scheme be approved subject to conditions to ensure that the development is carried out in accordance with the proper planning and sustainable development of the area and suggested conditions are included in the appendix attached to this report.

APPENDIX 1 RECOMMENDATIONS / CONDITIONS

Agreed conditions - Between Dublin City Council and the National Transport Authority

1. That a comprehensive agreement is put in place between DCC and the NTA regarding how the corridor is to be handed over to the NTA and its contractors, what pre-inspection and recording of the corridor is necessary and how the corridor is to be maintained during construction activities and by whom. The agreement shall also address the handback process, the treatment of all relevant records treated and how the corridor is to be accepted back by DCC following construction.
2. Following handback, a separate agreement shall be put in place between DCC and the NTA regarding the costs of maintenance of the corridor as a high quality public transport corridor with agreed levels of performance and how the performance of the public transport corridor is not eroded in the future.
3. All relevant DCC departments involved with the development of the Scheme shall be consulted during the detailed design development process for the Scheme and the NTA shall incorporate the requirements of the DCC departments into the final detailed design of the Scheme.

City Archaeologist

1. NTA to appoint a Project Archaeologist as a member of the NTA project team to oversee all archaeological aspects of the project from inception to completion. The Project Archaeologist will manage archaeological aspects of the project and input on, inter alia:
 - project planning and design,
 - scheduling of archaeological mitigation,
 - the development of programmes,
 - the development of construction and procurement strategies,
 - the preparation of contract documentation,
 - the appointment of competent consultant archaeologists,
 - advance works, construction and potential operational issues.
2. The Project Archaeologist shall ensure that the process of identifying the potential impact the project on archaeology is dealt with by a competent archaeologist.
3. The Project Archaeologist shall oversee the archaeological operations carried out by the contractor's archaeological consultant.
4. The Project Archaeologist shall ensure that appropriate investigation is carried out, where reasonably practicable, prior to the commencement of construction to identify both the known and unknown archaeology that may be impacted by the project. Where this is not reasonably practicable, an appropriate archaeological strategy to mitigate the known or potential archaeological impacts to be developed in consultation with the Minister.
5. The Project Archaeologist shall consider whether the archaeology can be preserved in situ within the confines of the project. Where preservation in situ cannot reasonably be achieved, allow sufficient time to preserve by record all archaeological remains that are impacted by the project to a level that is acceptable to the Minister.
6. The NTA shall provide the necessary funding to fulfil the post-excavation and reporting requirement(s) of the project to a standard that is acceptable to the Minister.

7. The Project Archaeologist shall ensure the publication and/or dissemination, as appropriate, the archaeological results of the project.
8. The Project Archaeologist shall copy Dublin City Council Archaeology Section with all Section 26 method statements and any reports arising and provide regular updates on finds and mitigation throughout the delivery of the scheme through to completion.
9. The primary archaeological paper archive for all archaeological site investigations to be prepared and deposited with the Dublin City Archaeological Archives within a timeframe to be agreed with the planning authority unless otherwise agreed with the Minister.

City Architects Department

1. Detailed drawings and specifications of the proposed public realm improvement schemes shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
2. Details of all landscaping and public realm finishes in areas where they are to be taken in charge shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
3. Full details of the design and type of each bus shelter for each location shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
4. The siting of all utility cabinets and other above-ground utility infrastructure shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
5. The NTA shall engage with electrical charging operators to co-ordinate the roll out of electrical charging points to on-street parking areas as part of the works along the route of the Proposed Scheme. This shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
6.
 - a. The extent of existing hard landscape to be retained within the Proposed Scheme shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
 - b. The material palette within the Proposed Scheme shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
 - c. All historic fabric shall be recorded and retained within the Proposed Scheme in accordance with best conservation practice and shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
7. A full palette of street furniture and their proposed locations across all the proposed BusConnects Core Bus Corridor Schemes, shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development

8.

- a. The fabric in all property boundaries which are to be relocated to facilitate land acquisition along the Proposed Scheme shall be assessed for their architectural conservation value and cultural value. This assessment shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
 - b. the fabric in all property boundaries which are to be relocated to facilitate land acquisition along the Proposed Scheme shall be assessed whether it may be suitable for repair and re-use for sustainability reasons in the new boundaries rather than replaced with new. This assessment shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
9. The selection and location of artworks along the route as part of the Percent for Art strategy shall be reviewed and agreed with the local authority Arts Office and submitted to, and agreed in writing with, the planning authority prior to commencement of development.
 10. Suitable locations for water drinking fountains shall be identified and installed as part of the works along the route of the Proposed Scheme. This shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
 11. New trees shall only be indicated where this is sufficient remaining width in the footpath for pedestrians and wheelchair users. This information shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
 12. Traffic signage is to be designed to reduce the number of traffic signal poles required to the minimum. This information shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
 13. Gantry traffic signage shall not be included in the scheme in Conservation Areas, Architectural Conservation Areas and Residential Conservation Areas hence alternative traffic signage solutions shall be investigated. This information shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
 14. Village signage shall be incorporated into the Proposed Scheme, and a scheme of city wide co-ordinated village signage shall be undertaken and shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Conservation Section

1. To safeguard the special architectural interest of affected Architectural Heritage across the Bus Connects routes - including Protected Structures and Conservation Areas, landscaping, historic paving, setts, kerbing and associated features, boundary treatments, historic street furniture, gardens and trees and historic public realm etc. - and to ensure that the proposed repair works will be carried out in accordance with best conservation practice with no unauthorised or unnecessary damage or loss of historic fabric, the Conservation Section recommend that all works shall be designed and supervised by an expert in architectural conservation in accordance with the provisions (outlined above) of the Dublin City Development Plan 2022-2028, the *Architectural Heritage Protection Guidelines for Planning Authorities (2011)* and relevant documents of the DHLGH Advice Series.

2. The conservation professional shall ensure adequate protection of the retained and historic fabric during the proposed works and across all preparatory and construction phases. In this regard, all works shall be designed to cause minimum interference to historic fabric.
3. In accordance with best conservation practice, specifications and method statements for the careful and sensitive relocation and reinstatement of historic fabric identified in the report above, and in particular to Protected Structures, sites/structures on the NIAH and DCIHR, and structures and features in Architectural Conservation Areas (ACAs) across the Bus Connects route shall be submitted by the conservation professional for the written approval of the Planning Authority.
4. The conservation professional shall advise the Conservation Section on architectural heritage and conservation matters that may have further impacts on the project throughout the construction phases.
5. If, through the course of construction work across the Bus Connects routes, hitherto unknown and concealed architectural heritage fabric is found, the conservation professional shall contact the Conservation Section to advise them of the discovery as the presence of historic fabric may inform an alternative strategy for a design proposal that would enhance the setting of a Protected Structure, other historic buildings and features, an Architectural Conservation Area or Conservation Area.
6. All works shall be carried out in accordance with best conservation practice, the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and the Advice Series issued by the Department of the Housing, Local Government and Heritage. All repair works shall retain the maximum amount of surviving historic fabric in situ. Items to be removed for repair off-site shall be recorded prior to removal, catalogued and numbered to allow for authentic reinstatement.
7. All existing original architectural heritage features situated in the vicinity of the works shall be protected during the course of all phases of construction works.
8. All repair of historic fabric shall be scheduled and carried out by appropriately experienced conservators of historic fabric.
9. The Conservation Section recommends the following specific measures:
 - a) The proposal to provide a bus shelters at St. Patrick's Park, proximate to St. Patrick's Cathedral may impact the character and setting of this 'Nationally' rated protected structure. Alternative location(s) for the proposed bus shelters to be submitted for the written agreement of the Conservation Section.
 - b) It is proposed that a milestone, a cast-iron post box and heritage lamp posts are to be relocated as part of the scheme. The precise new location of these street furniture items and detailed method statements for the protection, removal, transporting and reinstatement of these items to be submitted for the written agreement of the Conservation Section.
 - c) Consideration should be given to the rationalisation of all signage across the route to reduce visual clutter.
 - d) Where cycle ways are located in close proximity to Protected Structures and within Architectural Conservation Areas generally, consideration shall be given to an alternative high quality cycle lane surface in-lieu of red tarmacadam.

Environmental & Transportation Department

Traffic Division

1. All the traffic management equipment that is necessary for the safe and efficient operation of this Public Transport corridor, including all traffic signal equipment, shall be to the relevant DCC specification and only the relevant DCC maintenance contractor shall be permitted to undertake electrical or system control work on either the existing or new traffic signals.

Handover

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

Existing Condition Record

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

Design

6. Final details (including materials, finishes, sizes, gradients, levels and drainage) of all junctions, carriageways, islands, buildouts and footways as well as all signal/traffic light infrastructure shall be agreed with DCC prior to construction.
7. All Construction works shall comply with the "Construction Standards for Roads and Street Works in Dublin City Council".
8. Road Safety Audits shall be carried out for each public road that is to be modified as part of the Bus Connects scheme works at appropriate stages throughout the design of each individual scheme.
9. The alignment of the Bus Connects scheme shall be designed so as ensure that all longitudinal gradients and crossfalls on carriageways, islands, buildouts and footways are in accordance with those specified in "Construction Standards for Road and Street Works in Dublin City Council" unless otherwise agreed with DCC.

10. Pedestrian priority shall be ensured throughout the Scheme design through signage and physical design measures where appropriate.
11. Buffer strips shall be provided at all locations where cycle lanes run between parking and loading areas and the kerb/footpath to ensure pedestrians including those with disabilities can safely alight from vehicles.
12. The Scheme shall ensure that principles of universal design are adhered to and accessibility requirements are met throughout the Scheme.
13. Modifications to existing in-curtilage car parking of properties impacted by the works shall ensure a footprint of 5 metres by 3 metres for car parking is retained in order to avoid parked cars overhanging the public footpath.
14. Alterations to kerbside spaces such as pay and display scheme/loading/line markings/signage pole shall be agreed with the Planning Authority to ensure adequate loading and set down is provided.
15. All signage and road markings to comply with the *Traffic Signs Manual*.

Reinstatement

16. All reinstatement work and areas to be taken in charge shall be carried out in accordance with "*Construction Standards for Road and Street Works in Dublin City Council*" unless otherwise agreed with DCC.
17. The extent and type of the reinstatement required shall be agreed with DCC prior to commencement of any work on site. This shall be shown on drawings and signed off on by both parties.
18. All works to public roads in DCC's Functional Area shall comply with the Council's *Construction Standards for Road and Street Works in Dublin City*.
19. Samples of all new natural stone kerbs, flags and setts to be used in reinstatement works shall be supplied to DCC for agreement prior to use.

Construction Period

20. All roadworks shall be carried out in accordance with the current edition of Dublin City Council's *Directive for the Control and Management of Roadworks in Dublin City* unless otherwise agreed with DCC.
21. In cases of reinstatement of areas where the roadway or footway is not being reconstructed in full (e.g. trench for utility along side street) the NTA or their Contractor shall pay DCC long term damages charges as set out in the current edition of Dublin City Council's *Directive for the Control and Management of Roadworks in Dublin City*.
22. All antique setts if removed as part of the works shall be cleaned, stored on pallets by the contractor and reinstated in the carriageway to DCC's specification if required by DCC unless otherwise agreed with Dublin City Council.

23. All existing and antique natural stone kerbs and flags, if removed without damage as part of the works, shall be cleaned, stored on pallets by the contractor and reinstated in the footway to DCC's specification.
24. During construction and prior to opening of the Scheme, the National Transport Authority shall undertake an awareness, education and behavioural change programme to educate road users as how to use the Scheme with particular regard to interaction between pedestrians and cyclists.

Miscellaneous

25. Where cellars exist and are effected by the scheme, these shall be acquired in whole or in part only where necessary for implementation of the proposed scheme.

Public Lighting

In terms of delivering the Public Lighting elements of this project, it is recommended that careful consideration be given during the detailed design process to all the various different elements including the required light level design and the relevant EN certification as well as existing heritage and high value lighting Columns. .

In addition there is the agreed condition for the survey and handover of all items along the corridor and these would include the Public lighting infrastructure and all associated items, careful consideration of existing and proposed trees within the corridor is also required as to their impact on lighting levels.

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

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

Environmental Protection Division

1. This development must comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from www.dublincity.ie Forms and Downloads). In particular:
 - a. Continuous Kerbs incorporating drainage, as outlined in Figure 2, Page 3 in Appendix K Drainage Design Basis Document, are not accepted by DCC Drainage Planning, Policy and Development Control.
 - b. Enclosed drainage channels such as slot drains or "ACO" drains are not accepted by Drainage Planning, Policy and Development Control.
 - c. The hybrid gully outlined in Section 1.1.3, Page 4 in the BusConnects - Road run-off collection gullies Technical Paper is not accepted by DCC Drainage Planning, Policy and

Development Control. The use of narrow profile gullies as previously agreed is welcome.

2. The development shall incorporate Sustainable Drainage Systems in the management of surface water, providing an integrated approach with the landscaping proposals. Full details of these shall be agreed in writing with DCC Drainage Planning, Policy and Development Control prior to commencement of construction. Soft landscaping should be considered before hard landscaping. The SuDS design should refer to the new Dublin City Council Sustainable Drainage Design and Evaluation Guide published in 2021.
3. There are numerous opportunities to include Nature Based Solutions that have not been realised in the outline design. These shall be addressed at detailed design stage with areas discharging to the River Camac being particularly important. Attenuation design to be revisited, including areas deemed "negligible" in the outline design.
4. The detailed drainage design shall be agreed in writing with DCC Drainage Planning, Policy and Development Control prior to commencement of construction. Surveys on the location and condition of surface water infrastructure sewers, both pre and post development, shall be carried out by the developer and any damage rectified. Any diversions shall be agreed in writing, prior to commencement, with Drainage Planning, Policy and Development Control. To avoid multiple connections to combined sewers a separate surface water network would be preferable in instances where this could be achieved. The developer shall explore all opportunities to segregate the surface water from the combined drainage system. Details on proposed connection locations to the surface water network and flow discharges shall also be agreed.
5. To support our achievement of our legislative obligations the Tallaght Clondalkin to City Centre Core Bus Corridor Scheme proposal should not cause a deterioration of the status of any waterbody to which it is contiguous with downstream and furthermore should not jeopardise the attainment of good ecological and 'good' water chemical status for the Rivers Camac and Poddle, in accordance with DCC and national obligations. NTA shall provide an evidence-based assessment of the impact, if any, of the proposed scheme on the water quality status of rivers within the curtilage of the proposed project, including both ecological and chemical status.
6. The NTA shall confirm in writing to Drainage Planning, Policy and Development Control that the development has been designed such that the risk of flooding to the development has been reduced as far as is reasonably practicable, and that the proposals do not increase the risk of flooding to any adjacent or nearby area. This includes assessment of pluvial flood risk at all locations along the route (not just where sections are 150m long). The effect of climate change on flooding, +20% rainfall and 0.5m sea level rise should be allowed for in calculations. Any changes in ground profile shall be modelled to demonstrate no increase in flood risk and to reduce it where reasonably possible.

7. The developer must demonstrate that this development passes the three stages of the SFRA Justification Test, particularly for fluvial flooding.

8. New compensatory SuDS measures should be provided close to any green areas lost.

9. As-built drawings of all drainage networks and SuDS measures shall be provided by the NTA on completion of the works.

Air and Noise Pollution Control Unit

1. **Noise Control and Air Quality Control - Demolition and Construction Phase**

It is recommended that the works must be carried out having regard to a Construction Management Plan submitted with the application. The plan must be written having regard to this Unit's Good Practice Guide for Construction and Demolition (below link). The plan must be approved by the Planning Department before work commences.

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

Parks Department

1. A contribution of €50,000.00 (Fifty Thousand Euro) shall be provided for investment into recreational facilities in Bunting Park, to cover the specific exceptional cost associated with the physical disruption to the operation of Bunting Park and the disruption to the local community and local users (as per s48(1)(C) of the Planning and Development Act 2000, as amended).

Richard Shakespeare
Assistant Chief Executive
Dublin City Council