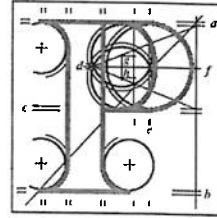


Our Case Number: ABP-316272-23



**An
Bord
Pleanála**

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

Date: 06 July 2023

Re: Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme
Templeogue/Rathfarnham to City Centre

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.

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this matter please contact the undersigned officer of the Board.

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

Yours faithfully,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184
HA02A

Teil	Tel	(01) 858 8100
Glaao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Shaun McGee

From: Fiona Brady <fiona.brady@dublincity.ie>
Sent: Tuesday 20 June 2023 15:05
To: SIDS
Cc: Deirdre Scully; Kieran Sweeney
Subject: RE: Bus Connects Dublin - Templeogue / Rathfarnham to City Centre Bus Corridor Scheme
Attachments: Templeogue - Rathfarnham to City Centre Core Bus Corridor Scheme Report.docx

To whom it may concern,

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

Please acknowledge receipt of this submission at your earliest convenience.

Regards
Fiona Brady
On behalf of Deirdre Scully

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 – Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme
An Bord Pleanála Ref. 316272-23**

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Appendix 1 – Recommended Conditions

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 Templeogue/Rathfarnham 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 2021b).

2.0 Description of the Proposed Development

This 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
- Templeogue/Rathfarnham 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 10km from end to end online with additional offline upgrades and quiet street treatment of approx. 2km and 1.5km respectively. The Proposed Scheme will be comprised of two main alignments, namely from Templeogue to Terenure (3.7km), and from Rathfarnham to the City Centre (6.3km).

The Templeogue to Terenure section will commence on the R137 Tallaght Road, east of the M50 junction 11 interchange. From here, the Proposed Scheme is routed via the R137 along Tallaght Road and Templeogue Road, through Templeogue Village, to Terenure Cross, where it joins the Rathfarnham to City Centre section.

The Rathfarnham to City Centre section will commence on the R821 Grange Road at the junction with Nutgrove Avenue, and will be routed along the R821 Grange Road, the R115 Rathfarnham Road, the R114 Rathfarnham Road, Terenure Road East, Rathgar Road, Rathmines Road Lower, Richmond Street South, Camden Street Upper and Lower and Wexford Street as far as the junction with the R110 at Kevin Street Lower and Cuffe Street where priority bus lanes will end. From Cuffe Street to Dame Street along Redmond's Hill, Aungier Street, and South Great George's Street the route will involve a traffic lane and a cycle track in both directions where it will join the prevailing traffic management regime in the City Centre.

In addition to the above, an alternative cycle facility will be provided along Harold's Cross Road / Terenure Road North between Terenure Cross and Parkview Avenue, as well as along Bushy Park Road, Wasdale Park, Wasdale Grove, Zion Road and Orwell Road.

Some of the key changes that will be made to the existing corridor as a result of the Proposed Scheme are the following:

- The number of pedestrian signal crossings will increase by 39% from 76 to 106 as a result of the Proposed Scheme;
- The proportion of segregated cycle facilities will increase from 28% on the existing corridor to 85% on the Proposed Scheme; and
- The proportion of the route having bus priority measures will increase from 32% on the existing corridor to 87% on the Proposed Scheme.

The Proposed Scheme is described in the following four geographical sections as follows:

- Section 1: Tallaght Road to Rathfarnham Road;
- Section 2: Nutgrove Avenue to Terenure Road North -Grange Road, Rathfarnham Road;
- Section 3: Terenure Road North to Charleville Road – Terenure Road East, Rathgar Road; and

- Section 4: Charleville Road to Dame Street

Each of the proposed sections above fall within the administrative area of Dublin City Council.

The construction phase for the proposed scheme is anticipated to take approximately 24 months to complete and will be based on individual sectional completions that will have shorter individual durations. The Construction Compounds will be located at the following sites:

- Construction Compound TR1 will be located south of the Spawell roundabout, at the Tallaght Road / Spawell Link Road junction (South Dublin);
- Construction Compound TR2: Terenure Road North, between Eaton Road and Eagle Hill Avenue (DCC Zoning Objective Z4 - District Centres: To provide for and improve mixed-services facilities);
- Construction Compound TR3: Bushy Park, between Dodder View Road, Woodview Cottages and Church Lane (South Dublin);
- Construction Compound TR4: Military Road, perpendicular to Rathmines Road Lower, south of St Marys College (unzoned lands);
- Construction Compound TR5: Richmond Street South, between Richmond Street South and Harcourt Road (unzoned lands);
- Construction Compound TR6; Spawell Link Road, between Spawell Roundabout and Firhouse Road (South Dublin).

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).

Environmental Impact Assessment Report (EIAR)

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, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor.

The outcomes achieved from delivering the Proposed Scheme, as set out in the EIAR, will be:

- *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.*

The scope of this report deals with demonstrating how the proposed overall development is in accordance with Dublin City Development Plan 2022-2028 policies and objectives.

2.1 Relevant Planning History

Significant planning applications along and adjacent to the route include:

- 2769/21** Permission granted for Permission for a Build-To-Rent residential development at No. 348 Harold's Cross Road, Dublin 6, D6W VW99. Construction of a part-two, part-three, part-four, part-five storey building (total gross floor area of c. 5,163 sqm); (comprising 52 no. apartments (4no. studio units; 44 no. 1-bed units; 4 no. 2-bed units, all with balconies or terraces facing east, south and west).
- 3379/19** 189 & 190, Rathgar Road, Dublin 6 demolition of the existing buildings, and construction of a 4 storey over basement apartment building with 22 apartments, comprising 14 x 2 bed, 3 x 1 bed, and 5 x studio units, each with balconies or roof terraces; and alterations to the front boundary treatment including widening of existing vehicular entrance to 189, adjustment to the existing boundary line & construction of a new wall at the southern boundary, 16 basement car parking spaces, 22 basement storage rooms, bin storage, cycle parking, service connections, landscaping and all associated site works.
- 3381/20** 189-190, Rathgar Road, Rathmines, Dublin 6. Permission granted for demolition of buildings and construction of four storey with setback fifth storey apartment block containing 29 no. apartments with a unit mix of 4 no. studio units, 13 no. one bedroom units and 12 no. two bedroom units. A roof garden shall be provided at fourth floor level; 5 no. surface car parking spaces will be provided at surface level; 48 no. residential bicycle parking spaces and 14 no. visitor bicycle spaces, totalling 62 no. bicycle parking spaces; The existing vehicular entrance at 190 Rathgar Road is to be closed; two pedestrian entrances are to be widened; the existing vehicular entrance at 189 Rathgar Road to be widened with a new front boundary treatment. A new boundary wall will be provided along the rear of the site.
- 2550/19** 201-203, Rathmines Road Lower, Dublin 6. Permission granted for the demolition of all buildings on site erection of a building (three storey facing Rathmines Road Lower and four storey to the rear) comprising: (a) commercial cafe/ restaurant at lower ground/ground floor level, and (b) 3 no. residential apartments at first/second floor level including 1 no. studio apartment, 1 no. two-bedroom apartment and 1 no. three-bedroom apartment (each to be served by either a private courtyard or private balcony;
- WEB1610/22** Permission granted at 36, Thornville Road, Kilbarrack for New 2 bedroom, 2 storey, detached dwelling to side of existing dwelling with new vehicular access to existing dwelling, and associated site works.

3389/15

PROTECTED STRUCTURE: permission granted for Demolition of No. 46 Lower Rathmines Road and a derelict mews building; and the refurbishment of existing Nos. 40, 42 and 44 Lower Rathmines Road (protected structures) and the construction of two new additional buildings creating a student residential complex, comprising the following: Building A: new 4 storey building over basement level comprising of 74 student residential units with associated communal living accommodation over a single basement level comprising of associated common room, storage spaces, gym and laundry facilities.

Building B demolition of no. 46 and the construction of a new 3 storey building over ground floor level fronting onto Lower Rathmines Road comprising of 8 student residential units with associated communal living room, kitchen dining areas and laundry facilities with caretaker accommodation located at lower ground level.

Building C at Nos. 40, 42 and 44 Lower Rathmines Road (Protected Structures) and will include the refurbishment and restoration of the existing Georgian terrace and the provision of 24 student residential units with associated communal living room kitchen dining areas and laundry facilities;

3546/21

Permission granted at 17-19 Richmond Street South and 14 Gordon Place, Dublin 2, D02 EF 20.

Demolition of existing structures and construction of a new mixed-use development, 'The Gatehouse', 6-storeys (max. parapet height 21.025 m) over ground-level fronting onto Richmond St. South and 7-storeys (max. parapet height 23.8m) over ground-level to the rear with a cumulative Gross Floor Area of 2,341m².

4628/18

Site generally bound by Charlemont Street to the east, Harcourt Road to the north and Richmond Street South to the west, Dublin 2.

The application site contains four Protected Structures: 5 Charlemont Street (RPS Ref. 1350); 6 Charlemont Street (RPS Ref. 1351); 7 Charlemont Street (RPS Ref. 1352); and 8 Charlemont Street (RPS Ref. 1353). The development consists of the following:

- (i) The provision of a part 7, part 8 and part 9 storey with set backs at various levels over two level basement office development (26,350 sq.m GFA offices; 6,904 sq. GFA basements) with retail/cafe/rest aunt units (381 sq.m GFA);
- (ii) Change of use of 7 and 8 Charlemont Street to office use (975 sq.m GFA);
- (iii) Change of use of 5 and 6 Charlemont Street to cafe and ancillary use (134 sq.m and 163 sq.m GFA respectively);
- (iv)) Conservation works to 5, 6, 7 and 8, Charlemont Street including removal of non original features, repairs, refurbishment and reinstatements as set out in detail in the conservation documentation submitted with the application;
- (v) The proposal includes accessible terraces to all elevations;
- (vi) Signage is proposed to Charlemont Street, Harcourt Road and Richmond Street South;

- (vii) The proposal includes the demolition of all existing structures and associated structures on site with the exception of the main buildings for 5,6,7 and 8, Charlemont Street (5,195 sq.m GFA demolitions overall);
- (viii) New pedestrian and plaza area to rear of 5,6,7 and 8, Charlemont Street with access north of 5 Charlemont Street and linking to new street south of the development, part of which is included in the Charlemont Square development;
- (ix) Retail/Cafe/Restaurant unit fronting Charlemont Street and new pedestrian area north of 5, Charlemont Street (84 sq.m GFA);
- (x) Vehicular access to the basement is provided from Richmond Street South;
- (xi) Public realm upgrades to Charlemont Street, Harcourt Road, South Richmond Street and laneway south of 7A, Richmond Street South, to include public art feature;
- (xii) The provision of 130 no. car parking spaces and 310 bicycle parking spaces at the proposed basement levels with associated facilities;
- (xiii) Removal of existing private parking spaces to Charlemont Street and provision of set down area;
- (xiv) All ancillary and associated site development, demolition works, site clearance, landscaping, substations, infrastructural works, hoarding during construction, provisions of plant at basement and roof levels including photovoltaic panels;
- (xv) The overall development consists of a total 34,526 sq.m GFA.

2412/20

No.45-47 Cuffe Street (Greenside House), fronting Montague Court and Protestant Row.

Permission granted for (i) Demolition of existing structures on site. (ii) Construction of an 8 storey office development over a lower ground floor/basement level. A part mezzanine if provided between the upper ground floor and first floor. (iii) The proposal steps down in height at various levels with accessible terraces, to part 4 storey to Protestant Row. (iv) A total 48 bicycle parking spaces are proposed at upper ground/street access level with access off Protestant Row. (v) The proposal includes plant room at roof level. (vi) A shared office/town hall/cafe space is proposed at upper ground level. (vii) Public realm upgrades to Montague Court. (viii) The overall proposal comprises c. 4,717sq.m Gross Floor Area. (ix) All associated site development and services works, landscape works, plant, substation and associated development.

2546/18

No.41 - 46 South Great Georges Street And, 51 - 53, Lower Stephen Street, Dublin 2

Permission granted for Construction of a 5-storey over single basement structure to include retained facade. The building will comprise a 100 no. bedroom hotel, 1 no. restaurant and 3 no. retail units;

4763/22

The Central Hotel, Nos 1-5, Exchequer Street and Nos 11, 14, 15 & 16 South George's Street and No.12 Dame Court, Dublin 2

PROTECTED STRUCTURE: Permission granted for the refurbishment/reconfiguration, partial sundry demolition and expansion of the Central Hotel (a protected structure RPS. Ref. No. 2719) to result in an overall amalgamated hotel of 6,676.5 sq.m. with a total of 129 no. bedrooms within 5 storeys over basement with a 6 storey element with plant level (above No.12 Dame Court).

2.2 Policy Context

2.2.1 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.

2.2.2. Citywide Level

2.2.2.1 THE DUBLIN CITY DEVELOPMENT PLAN 2022-2028 – SUSTAINABLE MOVEMENT AND TRANSPORT & OTHER RELEVANT POLICIES

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*

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.*

2.2.2.1 Area Specific Plans

There are no area specific plans, such as Strategic Development Regeneration Areas or LAPs that take in the proposed route although Rathmines is identified as a Key Urban Village (KUV7) in the Development Plan.

2.3 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:

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

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

2.4 Planning Assessment:

2.4.1 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.

2.4.2 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.

2.4.3 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 26 European sites (13 SACs and 13 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:

Special Areas of Conservation (SAC)

Rye Water Valley / Carton SAC [001398]	13.4km
South Dublin Bay SAC [000210]	3.2km
North Dublin Bay SAC [000206]	5.8km
Rockabill to Dalkey Island SAC [003000]	11.3km
Howth Head SAC [000202]	11.5km
Wicklow Mountains SAC [002122]	6.2km
Knocksink Wood SAC [000725]	10.1km
Ballyman Glen SAC [000713]	12.2km
Baldoyle Bay SAC [000199]	10.7km
Glenasmole Valley SAC [001209]	4.5km
Ireland's Eye SAC [002193]	14.7km
Malahide Estuary SAC [000205]	13.5km
Lambay Island SAC [000204]	22.1km

Special Protection Areas (SPAs)

South Dublin Bay and River Tolka Estuary SPA [004024]	2.9 km
North Bull Island SPA [004006]	5.8 km
Dalkey Islands SPA [004172]	12.2 km
Wicklow Mountains SPA [004040]	6.2 km
Baldoye Bay SPA [004016]	10.9 km
Howth Head Coast SPA [004113]	14.1 km
Ireland's Eye SPA [004117]	14.5 km
Malahide Estuary SPA [004025]	13.1 km
Rogerstown Estuary SPA [004015]	18.1 km
Lambay Island SPA [004069]	21.9 km
The Murrough SPA [004186]	26.3km
Skerries Islands SPA [004122]	27.5km
Rockabill SPA [004114]	28.1km

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.

2.4.4 Zoning and other designations

In the current Dublin City Development Plan (2022-28) the area along the proposed route includes lands with the following zoning objectives:

- Z1 (residential)
- Zone Z2 Residential Neighbourhoods (Conservation Areas)
- Z3 (Neighbourhood Centres)
- Z4 (Key Urban Villages / Urban Villages)
- Z5 (city centre)
- Z6 (Employment/Enterprise)
- Z9 (open space)

- Zone Z10 (Inner Suburban and Inner City Sustainable Mixed Uses)
- Zone Z15 (Community and Social Infrastructure).

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 Proposed Scheme will not prevent any long-term zoning objective for the land from being achieved.

2.4.4.1 Built Heritage Objectives

The corridor for the proposed Templeogue/Rathfarnham to City Centre Bus Connects scheme traverses the Zone of Archaeological Constraint for Recorded Monument DU018-020 (Historic City) from Camden Street Lower until the termination of the scheme at Dame Street. 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).

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.

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

2.4.5 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'. Once complete, the proposed scheme will create attractive, functional and accessible places for people alongside the core bus and cycle facilities which will enhance the amenities of the area.

2.4.6 Strategic Observation from the Forward Planning Department of Dublin City Council

The Templeogue/ Rathfarnham to City Centre Core Bus Corridor scheme is fundamental to achieving the strategic objectives envisaged in the Dublin City Development Plan 2022-2028, pertaining to: compact and sustainable urban growth; sustainable mobility and permeability; and placemaking, while significantly contributing towards climate action.

In general, the proposed scheme is supported by the high level policies in place in the Dublin City Development Plan 2022-2028

2.4.7 Environment and Transportation Department

2.4.7.1 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.

2.4.7.2 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

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.

2.4.7.3 ROADS DIVISIONS' COMMENTS

This section of the Environment & Transportation report on the Templeogue Rathfarnham 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 Templeogue Rathfarnham 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, location specific comments are provided below with reference to each drawing sheet number. However, it is considered important to highlight some recurring issues. Throughout the scheme design it is noted that indented loading and parking areas appear narrow and that inadequate buffer space appears to be provided between parking/loading and cycle lanes. Trees and heritage features appear to be shown within footpaths, cycle lanes and loading bays thereby causing obstructions and also, existing street furniture does not appear to be indicated throughout. There is concern regarding inadequate loading provision in busy commercial areas such as Rathmines and City Centre streets such as George's Street. In addition, it is noted that drawings make reference to new 3.6m wide driveways for residential properties whereas the maximum permissible width in accordance with Dublin City Development Plan 2022- 2028 is 3m. Finally, the traffic management proposals brought forward, which provide for long stretches of one way traffic and long stretches with banned right turns, may give rise to rat running through residential areas.

Location Specific Comments

Sheet no. 1 of 42

- No comment – South Dublin.

Sheet no. 2 of 42

- No comment – South Dublin.

Sheet no. 3 of 42

- No comment – South Dublin.

Sheet no. 04 of 42

- Cycle lane up Rathfarnham road is noted as narrow.
- Trees are annotated within the footpath. It is not clear if these are existing or proposed. Notwithstanding, minimum clear 2m unobstructed footpath should be provided.
- 'Temporary land acquisition' boundary shows the acquisition of front gardens/driveways of houses along Rathfarnham road. It is not clear how the impact on access and parking arrangements for residents will be managed and whether or not alternative arrangements are possible.

Sheet no. 05 of 42

- Cycle lane up Rathfarnham road is noted as narrow. Cycle lanes narrow after the junction of Bushy Park Road to c. 1.20m.
- Trees are annotated within the footpath. It is not clear if these are existing or proposed. Notwithstanding, minimum clear 2m unobstructed footpath should be provided.
- Parking width on west side of Rathfarnham road appears narrow.
- Cycle lane diverts around the 'pay and display' parking with a small buffer for car users alighting the vehicle.
- Raised Tables are noted in places however these do not appear to be denoted as ramps with the normal ramp symbols.

Sheet no. 06 of 42

- Trees are annotated within the footpath. It is not clear if these are existing or proposed. Notwithstanding, minimum clear 2m unobstructed footpath should be provided. Proposed trees will create pinch points within the footpath.
- Proposed trees adjacent to the current Aldi vehicular access may inhibit sightlines.
- Cycle lane on Terenure Road North is noted as narrow and not segregated from the footpath.
- Raised Tables are noted in places however these do not appear to be denoted as ramps with the normal ramp symbols.
- 'Temporary land acquisition' boundary shows the acquisition of front gardens/driveways. It is not clear how the impact on access and parking arrangements for residents will be managed and whether or not alternative arrangements are possible.

Sheet no. 07 of 42

- Minimal change to existing proposed, 'Temporary land acquisition' boundary shows the acquisition of front gardens/driveways of houses along Terenure Road East. It is not clear how the impact on access and parking arrangements for residents will be managed and whether or not alternative arrangements are possible.

Sheet no. 08 of 42

- Cycle lane diverts around the 'pay and display' parking with a very narrow buffer for car users alighting from vehicles. This is particularly problematic at accessible parking bays.
- Cycle lane width varies from c.1.10m to 1.90m.
- Raised Tables are noted in places however these do not appear to be denoted as ramps with the normal ramp symbols.

Sheet no. 09 of 42

- Distance between bus stops is noted as longer than existing.
- Raised Tables are noted in places however these do not appear to be denoted as ramps with the normal ramp symbols.
- Cycle lane width varies from c.1.10m to 1.90m.

Sheet no. 10 of 42

- Distance between bus stops is noted as longer than existing.
- Raised Tables are noted in places however these do not appear to be denoted as ramps with the normal ramp symbols.
- Cycle lane width varies from c.1.10m to 1.90m.

Sheet no. 11 of 42

- Ramp at Charleville Road – unclear is it raised or level.
- Cycle lane width appears narrow.
- Loading Bays at Swan centre seems very narrow and sub standard
- Cycle lane behind loading bays will cause conflict during loading hours.

Sheet no. 12 of 42

- Cycle lane width appears narrow and would seem to overhang the cycle lane.
- Loading Bays seem very narrow and sub-standard in design.
- Cycle lane behind loading bays will cause conflict during loading hours. Inadequate buffer is provided.
- Trees are annotated within the footpath. It is not clear if these are existing or proposed. Notwithstanding, minimum clear 2m unobstructed footpath should be provided. Proposed trees will create pinch points within the footpath.
- Trees at Castlewood/Rathmines Road junction may obstruct pedestrian desire lines and sightlines.
- Accessible parking bay is located too close to Castlewood/Rathmines Road junction.

Sheet no. 13 of 42

- Cycle lane width appears narrow.
- Loading Bays seem very narrow and sub-standard. There is also concern that inadequate provision has been made for loading in terms of numbers of loading bays and hours of operation having regard to the highly busy and commercial nature of Rathmines.
- Cycle lane behind loading bays will cause conflict during loading hours.
- Raised Tables are noted in places however these do not appear to be denoted as ramps with the normal ramp symbols.

Sheet no. 14 of 42

- Cycle lane width appears narrow at Richmond Street South.
- Raised Tables are noted in places however these do not appear to be denoted as ramps with the normal ramp symbols.
- Heritage features noted, these cause pinch points and conflict points.

- Bus stop at 42 Richmond Street South is off set from the bus cage (where bus will actually stop). There is concern bus users will congregate on the cycle lane in the location adjacent to the bus cage.

Sheet no. 15 of 42

- Creating a cul de sac at Lennox Street– has this been checked for emergency access requirements?
- Cyclist travelling east on Harrington Street travelling up Camden Street Lower, will there be traffic light control in place? No yielding noted for cyclists in other directions.
- Loading Bays seem very narrow and sub standard
- Cycle lane behind loading bays will cause conflict during loading hours.
- Cycle track on Camden Street very narrow near junction of Charlotte Way (West side).
- There are trees within the footpath, legend notes Trees as (existing and proposed), clarity required.
- Heritage features noted, these cause pinch points and conflict points.

Sheet no. 16 of 42

- Raised Tables are noted in places however these do not appear to be denoted as ramps with the normal ramp symbols.
- Cycle lane width varies and narrow in places.
- Trees are annotated within the footpath. It is not clear if these are existing or proposed. Notwithstanding, minimum clear 2m unobstructed footpath should be provided.
- Cycle lane behind loading bays will cause conflict during loading hours. Inadequate buffer is provided between bay and cycle lane.
- Heritage features noted in the middle of the cycle lanes. These cause pinch points and conflict points.

Sheet no. 17 of 42

- Cycle lane width varies and narrow in places.
- Trees are annotated within the footpath. It is not clear if these are existing or proposed. Notwithstanding, minimum clear 2m unobstructed footpath should be provided. Proposed trees will create pinch points within the footpath.
- Loading Bays appear narrow and sub-standard.
- Heritage features noted, these cause pinch points and conflict points.
- Cycle lane behind loading bays will cause conflict during loading hours. Inadequate buffer provided.

Sheet no. 18 of 42

- Cycle lane width varies and narrow in places.
- Trees are annotated within the footpath. It is not clear if these are existing or proposed. Notwithstanding, minimum clear 2m unobstructed footpath should be provided.

- Loading Bays appear narrow and sub-standard. There is concern that inadequate provision has been made for loading on George's Street having regard to this very busy commercial city centre location and to the fact that substantial amounts of kerbside loading has been removed on the adjacent streets to facilitate outdoor dining.
- Heritage features noted, these cause pinch points and conflict points, proposed loading/parking bays should be cross checked. Heritage feature shown in loading bay and in cycle lane.

Sheet no. 19 of 42

- Trees are annotated within the footpath. It is not clear if these are existing or proposed. Notwithstanding, minimum clear 2m unobstructed footpath should be provided.
- Proposed trees will create pinch points within the footpath.
- Cycle lane on Terenure Road North is noted as narrow and not segregated from the footpath.
- Raised Tables are noted in places however these do not appear to be denoted as ramps with the normal ramp symbols.

Sheet no. 20 of 42

- Trees are annotated within the footpath. It is not clear if these are existing or proposed. Notwithstanding, minimum clear 2m unobstructed footpath should be provided.
- Cycle lane is noted as narrow.
- Raised Tables are noted in places however these do not appear to be denoted as ramps with the normal ramp symbols.
- Cycle lane behind bays will cause conflict.
- Parking bays appear narrow.

Sheet no. 21 of 42

- Trees are annotated within the footpath. It is not clear if these are existing or proposed. Notwithstanding, minimum clear 2m unobstructed footpath should be provided.
- Cycle lane is noted as narrow.
- Raised Tables are noted in places however these do not appear to be denoted as ramps with the normal ramp symbols.

Sheet no. 22 of 42

- Trees are annotated within the footpath. It is not clear if these are existing or proposed. Notwithstanding, minimum clear 2m unobstructed footpath should be provided.
- Cycle lane is noted as narrow in places.
- Raised Tables are noted in places however these do not appear to be denoted as ramps with the normal ramp symbols.

Sheet no. 23 of 42

- Trees are annotated within the footpath. It is not clear if these are existing or proposed. Notwithstanding, minimum clear 2m unobstructed footpath should be provided.
- Cycle lane is noted as narrow in places.
- Raised Tables are noted in places however these do not appear to be denoted as ramps with the normal ramp symbols.

Sheet no. 24 of 42

- Trees are annotated within the footpath. It is not clear if these are existing or proposed. Notwithstanding, minimum clear 2m unobstructed footpath should be provided.
- Raised Tables are noted in places however these do not appear to be denoted as ramps with the normal ramp symbols.

Sheet no. 25 of 42

- No comment.

Sheet no. 26 of 42

- No comment.

Sheet no. 27 of 42

- Proposed 'shuttle system' - more detail should be provided.

Sheet no. 28 of 42

- No comment – South Dublin.

Sheet no. 29 of 42

- No comment – South Dublin.

Sheet no. 30 of 42

- No comment – South Dublin.

Sheet no. 31 of 42

- No comment – South Dublin.

Sheet no. 32 of 42

- No comment – South Dublin.

Sheet no. 33 of 42

- No comment – South Dublin.

Sheet no. 30 of 42

- No comment – South Dublin.

Sheet no. 34 of 42

- Trees are annotated within the footpath. It is not clear if these are existing or proposed. Notwithstanding, minimum clear 2m unobstructed footpath should be provided.
- Cycle lane is noted as narrow in places, proposed cycle lane within the verge should be clarified as currently has a number of mature trees. Is there sufficient space to accommodate with existing mature trees?
- 'Left turn to merge' with a yellow box is noted throughout the drawings. Why does the bus lane continue after the merging with no change to the cycle lane?

Sheet no. 35 of 42

- It is unclear why a bus stop is relocating closer to a junction. This new location would appear to impact on access to adjacent properties.
- Buildability of formal/informal path required, it is noted tree roots are exposed on the root in places. There is concern regarding potential impact on existing trees.

Sheet no. 36 of 42

- Buildability of formal/informal path required, it is noted tree roots are exposed on the root in places. There is concern regarding potential impact on existing trees.
- It is noted that a bus shelter is proposed outside no. 93 Templeogue Road. However, the footpath appears too narrow to accommodate this and to allow absolute minimum 1.8m unobstructed footpath.

Sheet no. 37 of 42

- Trees are annotated within the footpath. It is not clear if these are existing or proposed. Notwithstanding, minimum clear 2m unobstructed footpath should be provided.
- Proposed trees adjacent to the current Aldi vehicular access may inhibit sightlines.
- Proposed trees will create pinch points within the footpath.
- Cycle lane on is noted as narrow in places
- Raised Tables are noted in places however these do not appear to be denoted as ramps with the normal ramp symbols.

Sheet no. 38 of 42

- No comment.

Sheet no. 39 of 42

- No comment.

Sheet no. 40 of 42

- No comment.

Sheet no. 41 of 42

- No comment.

Sheet no. 42 of 42

- No comment.

2.4.7.4 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.
- Enclosed drainage channels such as slot drains or “ACO” drains are not accepted by Drainage Planning, Policy and Development.
- 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. 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 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 flow discharges 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.

The following more detailed comments shall 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 legend providing areas, flow control and allowable discharge rates etc. provided.
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 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. Storage volumes throughout the design are inconsistent, bio-retention areas give exact figures while filter drains only provide a pipe length. Do these filter drains and other pipes have defined storage volumes? Do they provide sufficient storage for the catchments? This should be made clear throughout the drawings i.e. Volume required and volume provided.
7. It would be easier to understand if the compensatory areas were given as shown in the legend:
 - a) Additional Catchment area: X
 - b) Existing paved areas to become grassed: Y
 - c) Existing grassed area to be retained: Z
 - d) Area to be compensated or attenuated for = $X - Y$ m²
 - e) The areas should be clarified to clearly show what is being compensated for and where?
8. Design check around providing attenuation at the start of a network, i.e. do the levels work in the areas to actually provides the storage in the upstream piped network.
9. Have clash detections been carried out throughout the design?
10. No attenuation provided for proposed design in Templeogue village, although the design has stated the network has sufficient capacity, has this been agreed with SDCC?
11. Ch A0-058 to A0+076, could the attenuation be provided in the Bio-retention area on the opposite side of the road?
12. Ch A0+024 to A0+076 Volumes are given for the Bio retention area with just lengths provided regarding filter drains, what is the volume of storage provided by these pipes if they are proposed to be used as attenuation. This applies throughout the design submission.
13. Ch A0+076 to A0+162 a filter drain is in the description but not shown on the drawing, check descriptions for any changes made to the design.
14. ChA0+837 to A1+135 LHS Rodding eye shown on vehicular entrance to Petrol station?
15. ChA0+837 to A1+135 LHS Sense check with piped network proposed and new trees shown directly above.
16. ChA0+837 to A1+135 LHS describes a system of tree pits upstream, this is one tree pit over a proposed piped network? This should be sense checked.
17. ChA1+550 to A1+745 RHS has flow control structures along the run, why are these necessary?
18. ChA1+550 to A1+745 RHS Design describes a system of tree pits with only one shown, could more tree pits be added to the design as one new tree.
19. ChA1+921 to A1+978 LHS Network runs towards the high point, is this necessary?
20. ChA2+786 have clash detections been carried out here and throughout the design?
21. ChA4+134 to A4+274 Design sense check, could this be reconfigured to have connection at the crossing (CHA4210) rather than crossings and manholes beside the existing network?
22. CHA4210 has clash detection been carried out here?
23. ChA4+364 to A4+510 proposed network flows away from the low point, do the depths work and what is the reason for this?
24. ChA5+160 Design check for manhole on pedestrian crossing.
25. ChA5+515 Design check for manhole beside EGG 1940 x 1070 and pipe running adjacent to junction, is this design feasible?

26. CHA5+980 to A6+190 can the design be simplified to reduce the piped network at the crossing over large pipe?
27. ChA6070 clash detection over large diameter pipe?
28. ChJ1+555 to J1+630 LHS Design suggests network has capacity for additional catchment, is this the appropriate design approach for additional runoff? Will the SDCC scheme be in operation before BC construction commences?
29. J3+200 to J3+237 has this design been confirmed with SDCC?

2.4.7.5 Water Framework Directive

The proposed Templeogue - Rathfarnham to City Centre Core Bus Corridor Scheme transverses the catchment of the River Dodder within the Dublin City Council administrative area. Albeit all waterbodies are subject to the European Union Water Framework Directive, this waterbody is 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 the Dodder River is 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 Templeogue - Rathfarnham 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.

Flood Prevention

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

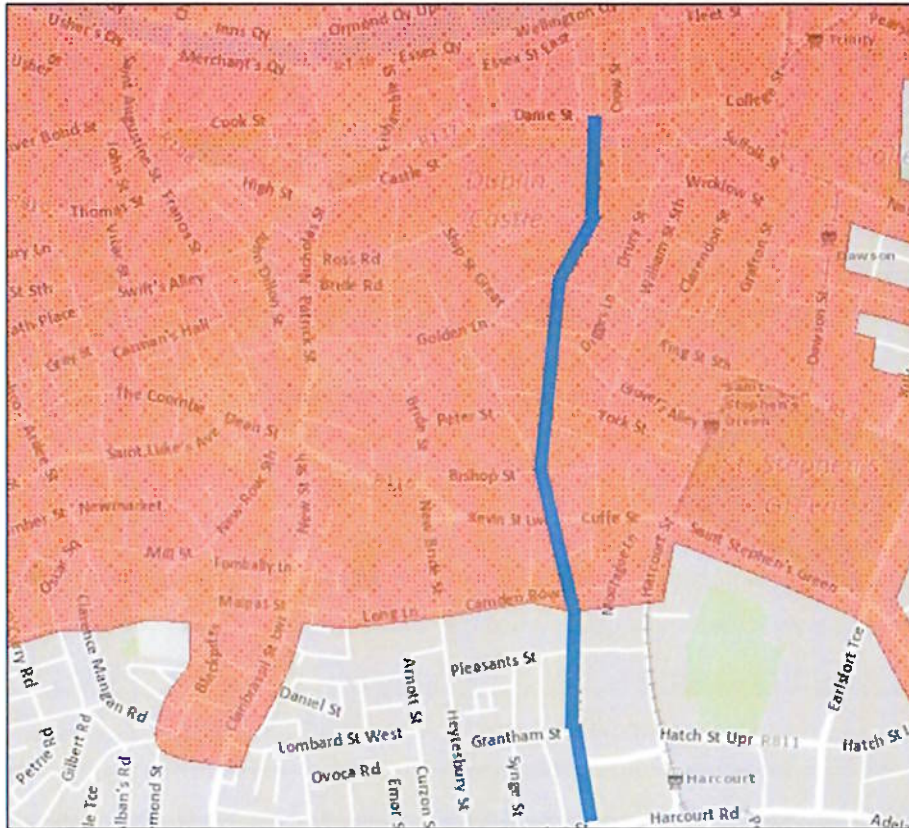
- Cross sections for crossings of the Dodder River.
- Plan for dealing with local pluvial flooded areas anywhere where flood depths on the carriageway are predicted to be above 300mm.
- Climate Change Flood Adaption Plan for river crossings.

2.4.8 Archaeology Section Observations

Background

The corridor for the proposed Templeogue/Rathfarnham to City Centre Bus Connects scheme traverses the Zone of Archaeological Constraint for Recorded Monument DU018-020 (Historic City) from Camden Street Lower until the termination of the scheme at Dame Street (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.

EIAR

The archaeological and cultural heritage impacts of the construction phase and operational phase associated with the construction and operation of the Templeogue/Rathfarnham 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.

The EIAR lists several sites/areas of historical and cultural heritage importance within the DCC area. There are two recorded archaeological monuments along the Terenure Road North to Charleville Road section of the Proposed Scheme, comprising Rathgar Castle and its associated Gateways.

Town Defences located at Wexford Street and Redmond's Hill are protected as National Monuments. There are thirty five recorded archaeological monuments within 50m of the Proposed Scheme, all but two are located with the Zone of Archaeological Potential for the Historic City of Dublin. Much of Dublin city is under the historic influence of its ecclesiastic and Viking past which can be seen throughout the city. Previous investigations along South Great George's street revealed Viking habitation and associated burials, as well as medieval churches, once of which is the recently excavated St Peter's Church and Graveyard (DU018-020089).

Along the route in total there are three National Monuments, twelve archaeological heritage features on the Records of Monuments and Places / Sites and Monuments Record (not also considered to be National Monuments), seven non- designated archaeological sites, and ten cultural heritage sites (not otherwise designated) that have the potential to be impacted within the Proposed Scheme. These include a Dublin City Industrial Heritage Record (DCIHR) listed tramway (Ref: 22_03_010), which once ran through the area from Terenure through Rathgar and Rathmines to Nelson's Pillar.

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 EIAR proposes that all subsurface archaeological and cultural heritage issues be resolved by archaeological mitigation during the pre-construction phase and/or construction phase, in advance of the operational phase, through one or more of the following mitigations:

- Preservation by record (archaeological excavation);
- Preservation in situ;
- Preservation by design; and

- Archaeological monitoring.

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 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

Recommended Conditions

These are set out in the Appendix below.

2.4.9 Conservation Section Observations

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

Dublin City Development Plan 2022 – 2028

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.'

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.

Architectural Heritage Protection Guidelines for Planning Authorities (2011)

Consideration of proposals affecting boundary features:

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

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

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

14.4.1 Street Furniture and Paving

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

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

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

Assessment

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

General Response

The Conservation Section finds that a very thorough study of the receiving environment has been carried out. The comprehensive assessment on architectural heritage, streetscape and the urban environment submitted as part of the EIAR 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 describes an appropriate methodology for how boundary features, which are to be directly affected by the construction, are to be taken down and reconstructed.

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.

Key Impacts

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

Protected Structures (and proposed Protected Structures) and their settings

- a) The Terenure to City road is bounded by numerous Protected Structures which are included on the subject map sheets. 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.

- b) The principal direct impact of works will be to a number of boundaries to Protected Structures during construction phases. Three locations were identified where the proposed scheme will directly impact on the boundaries of Protected Structures during the Construction Phase. These include the boundaries to 74, 76 and 78 Terenure Road East (DCC RPS 8118, 8119, 8121), 59 to 69 Terenure Road East (DCC RPS 8106, 8107, 8109, 8111, 8113, 8116) and 50 to 62 Terenure Road East (DCC RPS 8097, 8099, 8101, 8103, 8105, 8108). As stated within the submission, the boundaries are to be repositioned to facilitate the proposed bus and cycle lanes. The permanent land acquisition at the front boundaries of some protected structures which will require the deconstruction and relocation of boundary walls and entrance gates. Additionally, there will be a permanent impact on mature gardens and trees.

The proposed mitigation is the recording of the existing boundaries in position prior to the works, labelling the affected masonry, brickwork, railings, gates, gate posts, capping stones prior to their careful removal to safe storage, and their reinstatement on new lines, which reinstate the existing details, and the relationships between the entrances and the historic buildings. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee the labelling, taking-down and reinstatement of the affected gates, railings, piers, bricks and masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of the EIAR.

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).

- c) Proposed land take will impact the setting and boundary of some protected structures. The proposed paving works at Cranford Lodge on Rathgar Road (DCC RPS 7093) and the land take at 48 Harrington Street (DCC RPS 3619) may also indirectly impact the gates and railings. No works are proposed to these features which is of medium sensitivity but there is potential for damage of these features during construction. The proposed mitigation is the recording, protection and monitoring of the Protected Structures 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 in Volume 4 of the EIAR.
- d) There is a potential for indirect physical impact to high sensitivity nationally important protected structures. Within the Dublin City Council area, these include 21 Aungier Street (RMP DU018-020184), 20 Aungier Street (RMP DU018-386), 10 and 10a Aungier Street (RMP DU018-385), 9 and 9a Aungier Street (RMP DU018-384). Mitigation will provide for the recording, protection and monitoring of the Protected Structures 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 in Volume 4 of the EIAR.

- e) It is also outlined that there is the potential for damage during construction to the South City Markets (DCC RPS 3214 to 3223).
- f) Bus shelters to be erected at four protected structures. Shelters are proposed at 12 Terenure Road East (DCC RPS 8063); 78 Rathgar Road (DCC RPS 7072); 153 Rathgar Road (DCC RPS 7120); and 46 Rathgar Road (DCC RPS 7046).
- g) Proposed kerb realignments at 48 Harrington Street & 12 Camden Street Upper, 61 - 73 Camden Street Lower, 83-87 Camden Street Lower and on the east side of Redmond's Hill will directly impact granite kerbs on the west sides of Camden Street Upper (CBC1012BTH249), and Camden Street Lower (CBC1012BTH256) and on the east side of Redmond's Hill (CBC1012BTH332). The removal of the kerbs will carry the potential risk of loss or damage.

Non-Protected Structures) and their settings

- a) There are a number of additional sites recorded by the NIAH on the subject map sheets. NIAH structures/sites in close proximity to construction works are to be adequately protected and all proximate works are to be supervised by a conservation professional.
- b) Coal holes at 44 & 45 Richmond Street (CBC1012BTH425, CBC1012BTH427, and CBC1012BTH428) will be directly impacted by a proposed land take necessitating their removal and relocation. The removal of the granite surrounds and covers will carry the potential risk of loss or damage. The proposal also removed the connection with the cellars beneath. The impact assessment does not fully discuss the potential impact on the subterranean coal cellars associated with the cover.
- c) The proposed land take at 44 & 45 Richmond Street will be in close proximity to a cellar hatch (CBC1012BTH426) of regional importance. There is potential for damage during construction.
- d) Bus shelters are proposed at non-protected structures of regional and local importance including 190 Rathfarnham Road (CBC1012BTH037) which is of Regional importance; 59 Rathfarnham Road (CBC1012BTH040) which is of Local importance; and Rathfarnham Road (CBC1012BTH058) which of Local importance; 34 Grosvenor Place (CBC1012BTH174) which is of Regional importance; and 32 Camden Street Lower (CBC1012BTH283) which is of Regional importance.

Architectural Conservation Areas and Conservation Areas

South Great Georges Street ACA

The proposed paving, landscaping and urban realm works on South Great George's Street will be within the South City Retail Quarter Architectural Conservation Area which is of medium sensitivity. The installation of the proposed paving carries a risk of accidental damage to boundary treatments of protected and other heritage buildings during the Construction Phase. The proposed mitigation is the protection and monitoring of sensitive architectural heritage features within the affected areas of the ACA 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

- a) Three conservation areas are located within the route of the bus corridor. These include Grand Canal CA, Richmond Street to Aungier St CA, and Dame St CA. The areas are described within Chapter 16 Architectural Heritage. The EIAR states that there will be no direct impacts on any of the conservation areas. However, the installation of paving is described as carrying a risk of accidental damage to Protected Structures and other heritage buildings or their boundary treatment during construction phase.

Designed Landscape

- a) Indirect Construction Phase impacts are anticipated where there is potential for damage to the designed landscapes, and where an adverse visual impact is anticipated during construction. Within the Dublin City Council area designed landscapes of Medium sensitivity were identified where there is potential for damage during the Construction Phase. These include Cremorne 69 Terenure Road East (DCC RPS 8116, CBC1012BTH147), and Terenure House (NIAH 2332). The proposed mitigation is the recording, protection and monitoring of demesne features such as boundaries and entrance features 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. Designed landscapes of Low sensitivity were also identified in the study area where there is potential for damage during the construction phase. These include demesne walls or lodges associated with Westbourne House, 1 to 2 Westbourne Road (CBC1012BTH043) Greenmount House, 85 Terenure Road East (CBC1012BTH145).

Industrial Heritage Sites

- a) A review of the DCIHR (DCC 2003 to 2009) and DLRIHS (DLR 2022) revealed that there are 13 Industrial Heritage sites identified in the study area. Four of these are Protected Structures. These include Pearse Bridge (RMP DU022044002, DCIHR 220700201) and St. Pancras works (DCC RPS 5686, DCIHR 220303501), Grand Canal House (DCC RPS 8721, DCIHR 181504001), South City Markets (DCC RPS 3214 to 3223, DCIHR 181116601). A further two were also identified in the NIAH Building inventory. The Circular Line of the Grand Canal itself has not been assessed by NIAH, but its features such as La Touche Bridge (NIAH 50110273), Canal Locks (NIAH 50110274) and Grand Canal Dock (NIAH 50020499) are rated as being of Regional Importance by the NIAH.

Paving

Proposed kerb realignments at 48 Harrington Street & 12 Camden Street Upper, 61-73 Camden Street Lower, 83-87 Camden Street Lower and on the east side of Redmond's Hill will directly impact granite kerbs on the west sides of Camden Street Upper (CBC1012BTH249), and Camden Street Lower (CBC1012BTH256) and on the east side of Redmond's Hill (CBC1012BTH332). The kerbs are to be repositioned. The kerbs are of Regional Importance and Medium Sensitivity.

The changes in the alignment of the footpaths and the proposed paving treatments will be in close proximity to 102 surface treatments identified in Table 2.3 in Appendix 4 of the EIAR. They include granite kerbs, cellar lights and grilles, granite paving, cobbles, coal holes and areas of paving of Regional Importance and Medium Sensitivity.

Signal Poles

- a) Cantilever signal poles are proposed at various locations including mid-20th century houses at 144 to 152 Rathfarnham Road (CBC1012BTH038) on the junction of the Rathfarnham Road and Dodder Park Road; The Church of the Three Patrons on Rathgar Road (CBC1012BTH173); and at 49 Camden Street Lower (CBC1012BTH258).

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.

Street Furniture

Post boxes: The impact assessment indicates that cast iron pillar style post box at 50 Terenure Road

East (CBC1012PB007) will be directly impacted necessitating its temporary removal. The post box will be reinstated. There is the potential for loss or damage to the post boxes during removal, transportation, storage, and reinstatement.

The remaining 13 cast iron post boxes will be retained in suite and will not be impacted upon during construction phase. Indirect impacts are anticipated during the Construction Phase due to the potential for disruption of the use of the post boxes, the potential for damage of the fabric of the post boxes, and the adverse visual impact of the construction works on their settings.

Lamp posts: The lamp post on the traffic island of Rathmines Road Upper (CBC1012L044) is to be moved. Eight other lamp posts will be retained in their positions and not impacted directly by the scheme.

Coal Hole Covers: Coal holes at 44 & 45 Richmond Street will be directly impacted by a proposed land take necessitating their removal and relocation. The removal of the granite surrounds and covers will carry the potential risk of loss or damage. The proposal also removed the connection with the cellars beneath.

The proposed land take at 44 & 45 Richmond Street will be in close proximity to a cellar hatch (CBC1012BTH426) of regional importance. There is potential for damage during construction, the magnitude of which will be Medium.

The reports do not indicate if the works pose a direct or indirect impact to the integrity of any underlying coal cellars.

Compounds

A scheme for compounds has been provided within Chapter 5 Construction. Three temporary works compounds will be provided within the Dublin City Council area during construction phase. It appears that there will be no direct impact to the architectural heritage by these

works; however; indirect impacts to adjacent or nearby protected structures may result from plant/vehicular egress or ingress.

Recommended Conditions

These are set out in the Appendix below.

2.4.10 City Architects Department Comments

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 Templeogue / Rathfarnham 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 Templeogue / Rathfarnham 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 4.03 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.

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.

Commentary by the City Architects Division on the BusConnects Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme, as submitted by the National Transport Authority to An Bord Pleanala

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.	Footpath widths:	
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	<p>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. The Proposed Scheme Description, Chap 4.3, pg 5, refers to “wider footpaths and urban realm improvements through the village” of Rathmines (Sheet 11 & 12). The reconfiguration of the junction of Rathmines Rd and Rathgar Rd creates an opportunity for place-making but the footpaths in the commercial village area are reduced in width by the proposed scheme or the existing width is maintained. The footpath on the east side of the commercial area of Terenure Village (Sheet 19) and Camden Street (Sheet 16) are also reduced in width by the proposed scheme. The proposed cycle path will impact on the existing character of the streets therefore the width of the cycle path should be reduced to the minimum.</p> <p>Sheet 34 & 35, Volume 3, Figures, Part 1, Chapter 4.3 General Arrangement drawings, show a 2-way cycle route along the existing footpath in Bushy Park, reducing the pedestrian footpath to 1.5metres in width. This is the main path in the public park and 1.5metres is not a sufficient width to accommodate pedestrians along this busy pedestrian route.</p> <p>2. Footpath widths also need to account for congregations of passengers waiting in the vicinity of bus stops.</p> <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. 	
<p>2.</p>	<p>Local Public Realm Improvement Schemes:</p> <p>1. The Proposed Scheme includes images of proposed public realm improvements at</p> <ol style="list-style-type: none"> 1. Rathgar Village (Sheet 08). 2. Rathmines Village (Sheet 11). <p>Additional space is created in the footpath with the removal of the left turning slip-lane creating an opportunity for additional greening. The information provided is insufficient to facilitate proper assessment of the proposals and additional information is required.</p> <ul style="list-style-type: none"> • By condition, detailed drawings and specifications of the proposed public realm improvement scheme at Rathgar Village & Rathmines Village shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. 	
<p>3.</p>	<p>Land Acquisition by NTA & Taking in Charge:</p> <p>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</p>	

	<p>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.</p> <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. 	
<p>4.</p>	<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. 3. The proposed location of bus shelters in the vicinity of buildings of architectural importance and in Residential Conservation Areas needs to be considered carefully. For example bus shelters are proposed in the Scheme along Rathgar Rd (Sheet 08 & 10) Terenure Road East (Sheet 07), where currently none exist. However no bus shelters in these locations is preferable as the streets are located within a Residential 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. <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. 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 Residential Conservation Areas (ACA), Red-lined Conservation Areas or Special Planning Control Schemes (SPCS). <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>5.</p>	<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 Scheme are to be replaced with new as the symbol in the legend for 'Existing Surfaces Retained' is not present on any of the proposed drawings. 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. Concrete sett paving is indicated on the Landscape General Arrangement drawings as the material to be used for raised tables. All materials. <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. 3. 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. <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. 4. It is noted that the 'Typical Material Typologies' in Section 4.6.12.2.1, 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 	

	<p>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 for example on Terenure Road East at Heathfield Rd, Sheet 06. 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. 2. The proposed planting scheme along Camden Street should be reconsidered. There is an opportunity to provide tree planting on Camden St and Wexford St within parking bays rather than in the footpath as indicated (Sheet 16). The footpaths should be kept clear where possible for people with mobility issues and to facilitate outdoor dining. A planting strategy with regularly spaced trees to create a canopy of trees should also be explored. 3. <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 	

	<p>large increase in poles proposed and their negative impact on the public realm is evident from visualisation, View 11 proposed, View from Rathgar Rd at Orwell Rd, Volume 3, Figures, Part 3, Chapter 17.2 Visualisations.</p> <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:</p> <ol style="list-style-type: none"> 1. Chapter 04 proposed Scheme Description, Section 4.6.10 Other Street Infrastructure, Section 4.6.10.2 Gantry Signage states that “ No gantry signage exists along the route, and the proposed Scheme has no requirement for any new gantry signage”. It is considered that gantry signage is not suitable in low speed residential areas particularly Residential Conservation Areas due to their high visual impact. 2. Gantry signage is shown in the View from Rathfarnham Rd at Busy Park Road Photomontage Figure 17.2.6.2 As proposed, Figure 17.2.6.4 As proposed, Figure 17.2.7.2 As proposed, Figure 17.2.6.4 As proposed. This junction is located in a Residential Conservation Area. 3. Gantry signage is shown at the junction of Rathfarnham Road / Terenure Road North & Terenure Place / Terenure Road East and Rathgar Road (Sheet 08, Junction Systems Design, Volume 3, Figures, Part 2, Chapter 4.10 Junction System Design). This junction is located in a Residential Conservation Area. 4. Gantry signage is shown at the junction of Leicester Avenue and Rathgar Road (Sheet 13, Junction Systems Design, Volume 3, Figures, Part 2, Chapter 4.10 Junction System Design). This junction is located in a Residential Conservation area. 5. Gantry signage is also shown at the junction of Grosvenor Road and Rathgar Road (Sheet 14, Junction Systems Design, Volume 3, Figures, Part 2, Chapter 4.10 Junction System Design). This junction is located in a Residential Conservation Area. <ul style="list-style-type: none"> • By condition, gantry traffic signage should not be included in the scheme in established residential and village areas and in particular 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 e.g. Welcome to Terenure Village located at the junction 	

	<p>of Fergus Road and Rathfarnham Rd, Sheet 05, Volume 3, Figures, Part 1, Chapter 4.3 General Arrangement.</p> <p>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.</p> <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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2.4.11 Parks Department Comments

Bushy Park: There is a proposal to construct and extend a pavement as a segregated cycletrack and footpath through a stand of mature trees in Bushy Park which are part of an older woodland forming part of the former demesne of Bushy Park House. These trees are typical of the planting of a 19th century demesne landscape. The construction works proposed would inevitably damage the root zone of these heritage trees and consequently result in their decline and requirement to fell in a short number of years. This would obviously have serious impacts on biodiversity and the heritage of the park and the locality.

In addition, transferring speeding cyclists from a road into a park for a short section of a longer route would create unnecessary conflict with pedestrians in a park setting.

It is recommended therefore, that consistent with the cycletrack treatment along the rest of the Templeogue Road, the cycletrack along Bushy Park should be incorporated into the bus lane.

However, there is an existing 3.6m to 3.8m wide pavement in Bushy Park designated as 'Share with Care' (see images below) where the cycletrack is proposed and it is considered that this is sufficiently wide to cater safely for pedestrians and cyclists travelling in consideration of other park users.

Rathdown Drive: The proposed new bound gravel footpath through the tree lined open space at Rathdown Drive which aims to formalise an existing track/desire line is considered unnecessary as it will impact on the root zone of mature trees and bound gravel is prone to weed infestation which can become a maintenance issue longer term.

It is recommended that this pavement should not be constructed. There is no issue with constructing footpaths across the linear open space to serve bus stops on Templeogue road from Rathdown Drive however the detail of these will need to be agreed with the Parks, Biodiversity and Landscape Services team of DCC.



2.5 Conclusion

The proposed Templeogue/Rathfarnham to City Centre 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.

Department Recommendations/ Conditions

Recommendations/Conditions – 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.

Roads Division Standard Conditions

Handover:

1. 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:

2. 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.

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

Design:

5. Final details (including materials, finishes, sizes, gradients, levels and drainage) of all junctions, carriageways, islands, buildouts and footways as well as all signal/traffic light infrastructure shall be agreed with DCC prior to construction.
6. All Construction works shall comply with the "Construction Standards for Roads and Street Works in Dublin City Council".
7. 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.
8. 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.
9. Pedestrian priority shall be ensured throughout the Scheme design through signage and physical design measures where appropriate.
10. 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.
11. The Scheme shall ensure that principles of universal design are adhered to and accessibility requirements are met throughout the Scheme.
12. 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.
13. 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.
14. All signage and road markings to comply with the Traffic Signs Manual.

Reinstatement:

15. 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.

16. 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.
17. 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*.
18. 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:

19. All roadworks shall be carried out in accordance with the current edition of Dublin City Council's *Directive for the Control and Management of Roadworks in Dublin City* unless otherwise agreed with DCC.
20. In cases of reinstatement of areas where the roadway or footway is not being reconstructed in full (e.g. trench for utility along side street) 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*.
21. All antique setts if removed as part of the works shall be cleaned, stored on pallets by the contractor and reinstated in the carriageway to DCC's specification if required by DCC unless otherwise agreed with Dublin City Council.
22. All existing and antique natural stone kerbs and flags, if removed without damage as part of the works, shall be cleaned, stored on pallets by the contractor and reinstated in the footway to DCC's specification.
23. 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

24. 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.

Recommendations/Conditions - 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.

Recommendations/Conditions – Environmental Protection Division

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

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:
 - 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.
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. 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.
4. To support our achievement of our legislative obligations the Templeogue - Rathfarnham 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 River Dodder, 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.

5. 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. 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.
6. The developer must demonstrate that this development passes the three stages of the SFRA Justification Test, particularly for fluvial flooding.
7. New compensatory SuDS measures should be provided close to any green areas lost.
8. As-built drawings of all drainage networks and SuDS measures shall be provided by the NTA on completion of the works.

Recommendations/Conditions – 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-noisecontrol-unit/good-practice-guide-construction-and-demolition>

Archaeology

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.

Conservation

Recommendations/Conditions

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. Works that may potentially impact upon any subterranean coal cellars, including works to pavements/surfacing above, must be carefully specified for and monitored by the Conservation Architect/Expert.
7. All works shall be carried out in accordance with best conservation practice, the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and the Advice Series issued by the Department of the Housing, Local Government and Heritage. All repair works shall retain the maximum amount of surviving historic fabric in situ. Items to be removed for repair off-site shall be recorded prior to removal, catalogued and numbered to allow for authentic re-instatement.
8. All existing original architectural heritage features, in the vicinity of the works shall be protected during the course of all phases of construction works.
9. All repair of historic fabric shall be scheduled and carried out by appropriately experienced conservators of historic fabric.
10. 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.
11. The Conservation Section recommend 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.

City Architects Recommended Conditions

1. Footpath widths:

Confirmation shall be provided 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. Local Public Realm Improvement Schemes:

Detailed drawings and specifications of the proposed public realm improvement scheme at Rathgar Village & Rathmines Village shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

3. Land Acquisition by NTA & Taking in Charge:

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. Bus Shelter Design:

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.

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.

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. On-street Parking:

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.

6. Palette of materials:

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.

The material palette within the Proposed Scheme shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

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. Palette of street furniture:

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. Boundary treatments:

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.

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.

9. Per cent for Art Strategy:

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. Water Drinking Fountains:

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

11. Street Trees & Planting:

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.

12. Traffic Signal Poles:

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 Signage – Traffic Signals:

Gantry traffic signage should not be included in the scheme in established residential and village areas and in particular 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.

14. Village Signage:

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.

Richard Shakespeare
Assistant Chief Executive
Dublin City Council