



In compliance with the provisions of Section 179 of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended) and in compliance with the provisions of the Local Government Act 2001 and pursuant to the requirements of the above, notice is hereby given of Dublin City Council's intention to carry out the following works:

Application No:4599/23

Proposal: LAW: Planning and Development Act 2000 (as amended) Planning and Development Regulations 2001 (as amended) - Part VIII

The proposed development will consist of:

- I. The demolition of the existing stadium and structures located on the site;
- II. The development of a new c.8,034 capacity stadium with provision for c. 6,240 seats and c.1,794 standing and new modern floodlighting and associated facilities;
- III. Reorientation of the pitch to a North/South Axis (105m x 68m) and installation of a new sand-based grass pitch;
- IV. A basement area (622 sq.m) to facilitate competition area changing rooms and facilities;
- V. The provision of modern match-day facilities for teams and officials;
- VI. Club offices & a merchandise shop for the anchor tenants Bohemian FC;
- VII. The provision of a stadium bar/function room and concession areas within the stadium;
- VIII. The provision of 12 car parking spaces and 50 bicycle spaces within the site;
- IX. A community facility with an area of 585sq.m over two floors to include a multi-functional community room and a community gym;
- X. The provision of a public thoroughfare along the eastern boundary connecting North Circular Road and Connaught Street to include various eateries and a new public plaza; and
- XI. All associated plant, substation, waste storage, landscaping, boundary treatment, lighting and all ancillary site works to facilitate the proposed development.

Applicant: Culture Recreation & Economic Services Department, Dublin City Council.

Location: Dalymount Park, Phibsborough, Dublin 7

Location and Site Description

The subject site comprises of Dalymount Park football stadium, the home ground of Bohemians Football Club in Phibsborough, Dublin 7. The site is bounded by Phibsborough Shopping Centre to the east, in addition to this, the site is bounded by a gated private laneway to the north and a public laneway to the south. There are two key vehicular access points: the first to the south-east corner and the second to the north-west, via a parking area.

A small portion of the land (part of the laneway to the site from North Circular Road, adjacent to Kelly's Yard) is within an Architectural Conservation Area (Phibsborough Centre Architectural Conservation Area). The south east corner of the site was previously the location of a tramway depot, which is included on the Dublin City Industrial Heritage Record (DCIHR). This former tramway depot was built c.1876 and is now largely replaced by a car park with only parts of the outer walls remaining to the east, west and north. Remains indicate random rubble construction with some brick dressings to openings. The Architectural Conservation Area includes two protected structures which are in proximity to the subject land (Reference No. 1733- 341 North Circular Road and 1744 343 North Circular Road).

Consent

The plans submitted with this Part VIII submission identify that Dublin City Council is not the owner of the entirety of the land within the red line area as identified below:

1. An area to the east of Phibsborough Shopping Centre Service Yard
2. The entry-point from North Circular Road to the east of Kelly's Yard
3. The entry-point from Phibsborough Road to the south of Phibsborough Shopping Centre
4. Car Park; and
5. South-western corner of the site adjacent to St. Peter's School and a portion of Dalymount Lane.

As Dublin City Council is not the owner of the entirety of the site, a letter of consent from Phibsborough Shopping Centre Limited in respect of land numbered 1-4 above dated 13 July 2023 and a letter from the Vincentian Community dated 15 June 2023 in respect to lands numbered 5 above has been included with the Part VIII submission.

A landowner consent plan is attached as part of the submission.

Development:

The development comprises of the following:

- I. The demolition of the existing stadium and structures located on the site;
- II. The development of a new c.8,034 capacity stadium with provision for c. 6,240 seats and c.1,794 standing and new modern floodlighting and associated facilities;
- III. Reorientation of the pitch to a North/South Axis (105m x 68m) and installation of a new sand-based grass pitch;
- IV. A basement area (622 sq.m) to facilitate competition area changing rooms and facilities;
- V. The provision of modern match-day facilities for teams and officials;
- VI. Club offices & a merchandise shop for the anchor tenants Bohemian FC;
- VII. The provision of a stadium bar/function room and concession areas within the stadium;

- VIII. The provision of 12 car parking spaces and 50 bicycle spaces within the site;
- IX. A community facility with an area of 585sq.m over two floors to include a multi-functional community room and a community gym;
- X. The provision of a public thoroughfare along the eastern boundary connecting North Circular Road and Connaught Street to include various eateries and a new public plaza; and
- XI. All associated plant, substation, waste storage, landscaping, boundary treatment, lighting and all ancillary site works to facilitate the proposed development.

Planning Context:

Zoning & Policy

Dublin City Development Plan 2022 - 2028 Context

The majority of the stadium, and the majority of the subject site, is zoned objective Z9 (Amenity/Open Space Lands/Green Network) within the Dublin City Development Plan 2022-2028 (CDP), with the accompanying land-use objective *'To preserve, provide and improve recreational amenity and open space and green networks.'*

The east part of the stadium, including the east stand and the east end of the subject site is zoned Z4 (Key Urban Villages / Urban Villages) with the objective *'To provide for and improve mixed-services facilities'*. This falls into the Phibsborough Key Urban Village (KUV 8). To the north, south and west of the site the land is zoned Z2, with the objective *'To protect and/or improve the amenities of residential conservation areas.'*

The south east corner of the site was previously the location of a tramway depot, which is recorded on the Dublin City Industrial Heritage Record (18-07-028). The DCIHR notes that the depot was built in 1876 by the North Dublin Street Tramways Company. A number of striking masonry walls related to the structure still survive and form an important part of the industrial heritage of the Phibsborough area.

A small portion of the land (part of the laneway to the site from North Circular Road, adjacent to Kelly's Yard) is within an Architectural Conservation Area (Phibsborough Centre Architectural Conservation Area). The Architectural Conservation Area includes two protected structures which are in proximity to the subject land (Reference No. 1733- 341 North Circular Road and 1744 343 North Circular Road)

There is also a Protected Structure to the west of the subject land (Reference No.1731- Former St. Peter's School).

The site also falls within boundaries of the Phibsborough Local Environmental Improvements Plan.

Dublin City Development Plan 2022 - 2028 Context

Section 5.5.8 Social and Community Infrastructure, **Section 6.5.1** Ireland's Internationally Competitive Capital, **Section 7.5.8** Public Realm, **Section 8.5.4** City Centre and Urban Villages- Access and Functional Needs, **Section 8.5.6** Sustainable modes Active travel-walking and cycling, **Section 9.5.9** Public and External Lighting, **Section 10.5.8** Sport, recreation and play, **Section 11.5.2** Architectural Conservation Areas, **Section 14.7.4** Land-Use Zoning Objective Z4: To provide for and improve mixed-services facilities, **Section 14.7.9** Amenity/Open Space Lands/Green Network – Zone Z9.

Section 5.5.8 states that social and community infrastructure is an essential part of all communities. The Regional Spatial and Economic Strategy (RSES) states that successful places support a wide range of services and facilities that meet local and strategic needs and contribute towards a good quality of life. Facilities like schools, health centres, childcare facilities, libraries, recreation, sports, cultural facilities and playgrounds can function as a focal points within their neighbourhoods and can provide venues for social activities and events.

QHSN60 Community Facilities: To support the development, improvement and provision of a wide range of socially inclusive, multi-functional and diverse community facilities throughout the city where required and to engage with community and corporate stakeholders in the provision of same.

Section 6.5.1 states that Dublin's crucial economic role is recognised in the NPF which states that Dublin is Ireland's globally competitive city of scale and continues to drive much of the growth of the country as a whole, while the RSES describes the city as an international business core with a highly concentrated and diversified employment base and higher order retail, arts, culture and leisure offer. It is of central importance that Dublin's role as the national economic engine is not only protected but also further enhanced during the period of this Development Plan.

CEE2 Positive Approach to the Economic Impact of Applications: To take a positive and proactive approach when considering the economic impact of major planning applications in order to support economic development, enterprise and employment growth and also to deliver high quality outcomes.

Section 7.5.8 states that the public realm plays an important role in how Dublin's urban centres function; it comprises the spaces that people move through in their daily lives and spaces for recreation, social contact and civic engagement. The quality of the public realm affects how people experience and perceive the city in terms of its attractiveness as a place to live, work and visit as well as influencing a range of health, wellbeing and social factors. The quality of the public realm is, therefore, vital to the liveability and health of the city and to its economic success.

CCUV39 Permeable, Legible and Connected Public Realm: To deliver a permeable, legible and connected public realm that contributes to the delivery of other key objectives of this development plan namely active travel and sustainable movement, quality urban design, healthy placemaking and green infrastructure.

CCUV40 Public Safety: To promote the development of a built environment and public spaces which are designed to deter crime and anti-social behaviour and which promote safety, as set out in the 'Your City Your Space' Public Realm Strategy 2012

CCUV44 New Development: That development proposals should deliver a high-quality public realm which is well designed, clutter-free, with use of high quality and durable materials and green infrastructure. New development should create linkages and connections and improve accessibility.

Section 8.5.4 states that the importance of the urban villages as the heart and focus for communities is recognised and supported by this plan. Their role in contributing to the 15-minute city is crucial through their ability to provide a hub of services, facilities and amenities for the population within a 15 minute walking catchment. Dublin City Council is committed to improving connectivity to the urban villages, alongside improvements to the public realm and encouraging more active travel within these communities.

SMT9 Public Realm in New Developments: To encourage and facilitate the co-ordinated delivery of high-quality public realm in tandem with new developments throughout the city in collaboration with private developers and all service/utility providers, through the Development Management process

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.

Section 8.5.6 Sustainable modes Active travel-walking and cycling states that to make active travel an attractive alternative choice to car-based transport, and to facilitate the 15-minute city concept of creating active, healthy communities with ease of access to amenities and services, certain critical factors are required. These include the provision of a permeable pedestrian and cycling network that allows for multiple direct connections between key destinations such as residential areas, shops, schools, employment centres and public transport links, as well as an attractive and safe pedestrian and cycling environment where high quality facilities are provided supporting their use by all ages and abilities.

SMT16 **Walking, Cycling and Active Travel** To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.

SMT18 **The Pedestrian Environment** To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.

Section 9.5.9 states the provision of high quality, smart and energy efficient public lighting enhances people's experience of the City and their sense of place, safety and security. Artificial light provides valuable benefits to society, including through extending opportunities for sport and recreation, and can be essential to a new development. Light pollution can arise when external lighting is poorly designed and/or managed, leading to inappropriate or unwanted light spillage, sky glow and glare. This can have negative impacts on general amenities and wildlife. Lighting of external areas and of buildings should be designed to minimise the impact on protected species, such as light sensitive bat species in accordance with best practice and industry standards.

SI41 **Lighting Standards** To provide and maintain high quality and appropriate street/ outdoor lighting on public roads, footways, cycleways, public realm throughout the City in accordance with the Council's Vision Statement for Public Lighting in Dublin City and related public lighting projects. In general, the lighting of roads and public amenity areas shall be provided in accordance with the requirements of the latest Public Lighting Standards IS EN13201 and further updates.

SI42 **Light Pollution** to not allow unnecessary, inappropriate or excessive artificial lighting and to ensure that the design of public and external lighting proposals minimises light spillage or pollution and has due regard to the character, environmental sensitivity and residential amenity of the surrounding area.

Section 10.5.8 states that Dublin City Council will continue to renew and develop sport and recreation facilities throughout the city and support their provision by community and private organisations. In this regard, the very important role that sporting and social clubs play in

enhancing the social and recreation life of the city communities is acknowledged. Facilities, and increased participation in sport for all people at all stages in their lifecycle and all abilities, inclusive of girls/women and diverse cultures, are required.

- GI46 **To Improve and Upgrade/ Provide Access to Sports / Recreational Facilities** To improve and upgrade existing sports/recreational facilities in the city and to ensure the availability of and equal access to a range of recreational facilities to the general population of all ages and groups (including women/girls and minority sports) at locations throughout the city, including housing complexes. In areas where a deficiency exists, Dublin City Council will work with the providers of such facilities, including schools, institutions and private operators, to ensure access to the local population.
- GI49 **Protection of Existing and Established Sport and Recreational Facilities** To protect existing and established sport and recreation facilities, including pitches, unless there is clear evidence that there is no long term need for the facility; unless the loss would be replaced by equivalent or better provision in terms of quantity or quality in an accessible and suitable location; or the development is for alternative sports and recreational provision, or required to meet other open space deficiencies, the benefits of which would clearly outweigh the loss of the former or current use.
- GIO52 **Dalymount Park, Tolka Park and St. Patrick's Athletic FC Richmond Park** To redevelop Dalymount Park, Tolka Park and St. Patrick's Athletic FC Richmond Park soccer stadia providing enhanced sporting, recreational and community amenities and as part of this development plan to celebrate the rich sporting history of these sites.

Section 14.7.4 states that Key Urban Villages and Urban Villages (formerly District Centres) function to serve the needs of the surrounding catchment providing a range of retail, commercial, cultural, social and community functions that are easily accessible by foot, bicycle or public transport; in line with the concept of the 15-minute city.

Section 14.7.9 states that Z9 lands are multi-functional and central to healthy place-making, providing for amenity open space together with a range of ecosystem services. They include all amenity, open space and park lands, which can be divided into three broad categories of green infrastructure as follows: public open space; private open space; and, sports facilities.

Conservation

Section 11.5.2 states that 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. An ACA may consist of groupings of buildings and streetscapes and associated open spaces. Chapter 3 of the Architectural Heritage Protection Guidelines for Planning Authorities (2011) provides more detailed guidance in relation to ACAs and the assessment of development proposals within them.

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

BHA7 Architectural Conservation Areas

(a) To protect the special interest and character of all areas which have been designated as an Architectural Conservation Area (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 features, which contribute positively to the ACA.

(b) Ensure that all development proposals within an ACA contribute positively to the character and distinctiveness of the area and have full regard to the guidance set out in the Character Appraisals and Framework for each ACA.

(c) Ensure that any new development or alteration of a building within an ACA, or immediately adjoining an ACA, is complementary and/or sympathetic to their context, sensitively designed and appropriate in terms of scale, height, mass, density, building lines and materials, and that it protects and enhances the ACA. Contemporary design which is in harmony with the area will be encouraged.

(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.

(e) Promote sensitive hard and soft landscaping works that contribute to the character and quality of the ACA.

(f) Promote best conservation practice and encourage the use of appropriately qualified professional advisors, tradesmen and craftsmen, with recognised conservation expertise, for works to buildings of historic significance within ACAs.

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.

Policy BHA12 Industrial, Military and Maritime, Canal-side and Rural Heritage. To promote an awareness of Dublin's industrial, military and maritime, canalside (including lock-keepers' dwellings, locks and graving docks), rail, and rural (vernacular) heritage.

Policy BHA16 Industrial Heritage - to have regard to the city's industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans 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.

Objective 30 of Phibsborough LEIP

Key Objective / Action: Help celebrate the sporting heritage of Dalymount Park. This unique attribute shall be explored and developed as part of any plans to develop this site, with consideration given to the provision of a soccer museum/ public information space.

The proposal is deemed to be consistent with the policies and objectives outlined in the Dublin City Development Plan 2022-2028 and the Phibsborough LEIP.

Planning History

Site History

3038/21	Local Authority Works: Application for the demolition of the disused Connaught Street Stand. City Council Approved
3266/12	Application for retention for development consisting of the retention/continuation of previously approved temporary car park use at Dalymount Park with access from Saint Peter's Road. Permission is also sought for retention and continuance of use of a temporary building (8.6sq.m) used as a management/security cabin associated with the temporary car park. Retention Planning Permission granted subject to conditions (Temporary three-year permission).
6250/07	Application for retention permission for continuation of use of car park for three years granted subject to conditions, for use of staff of football club and of Mater Hospital. Retention Planning Permission granted, subject to conditions.

3878/04 Application for permission for continuation of use of car park for three years. Permission granted subject to conditions.

2209/01 (ABP Ref PL29N.126958)

Application for Retention of 2,820 sq.m of land as a 150 no. space car park with access from St Peters Road. Retention of groundworks and resurfacing, and the siting of a temporary building on the lands in connection with the car park use. Permission refused, this decision was the subject of a first party appeal to An Bord Pleanála where the decision of the planning authority was overturned and retention permission was granted subject to a condition limiting the permission to three years.

2224/97 (ABP Ref PL29N.105464)

Application for upgrading of football stadium, including refurbishment of main (south) stand, demolition of part of north terrace and upgrading of remainder, construction of new east terrace, upgrading of shed on west terrace, other site works, and construction of 48 apartments in four-storey block on lands at east side of stadium. Permission granted subject to conditions by. This decision was subject to a first party appeal which was subsequently withdrawn.

0812/93 Application for alterations including new training pitch and raising of existing boundary wall. Permission granted, subject to conditions.

Adjacent planning applications of relevance

SHD0028/20 (ABP-308875-20)

Phibsborough Shopping Centre and 345-349, North Circular Road, Dublin 7
Amendments to a 341 no. student bedspace accommodation previously permitted under 2628/17 and ABP-300241-17 to provide a 321 no. bedspace shared accommodation scheme with all associated site works. Permission granted, subject to conditions.

2628/17 (ABP-300241-17)

Phibsborough Shopping Centre and 345-349 North Circular Road, Dublin 7
Application for the part demolition of existing structures on the site and the construction of an extension to the existing Phibsborough Shopping Centre onto Phibsborough Road and North Circular Road ranging in height from 3 to 7 storeys to contain new retail/restaurant and office units, student accommodation, a new civic plaza and an upgrade of the existing Shopping Centre and commercial office tower facade with a total new build gross floor area of 15,775m² (including basement). The proposed application does not include Units 7 and 13-15 & 17 of the existing Shopping Centre. Permission granted, subject to conditions.

2709/17

Phibsborough Shopping Centre, and 345-349 North Circular Road, Dublin 7.
Application for PERMISSION & RETENTION: of the part demolition of existing structures, site clearance and associated boundary hoarding. The proposed demolition includes demolition of the existing Tramway End/East Terrace of Dalymount Stadium (excluding the area of the existing floodlights), the existing

warehouses in Kelly's Yard off the North Circular Road and other ancillary site clearance. Permission & Retention permission granted, subject to conditions.

Pre-Planning Consultation

A Pre-Part 8 report was prepared in September 2023 in respect of the proposed development.

Technical issues

The application includes responses from a number of internal departments

Transportation Planning Division- Report dated 22/11/23 outlining no objection, subject to conditions.

Conservation Section: Report dated 24/11/23 outlining no objection, subject to conditions.

City Architects- e-mail dated 24/11/23 stating no comments and that the response to the pre-part 8 still represents the views of the City Architects

Archaeology Section- Report dated 23/11/23 outlining no objection, subject to conditions.

Drainage Planning and Development Control- Report dated 26/10/22: No objection subject to conditions

Parks, Biodiversity & Landscape Services: Report dated 18/10/23 outlining no objection, subject to conditions.

Consultees

National Transport Authority: Response dated 17/11/23 stating that the NTA supports the proposed development which will consolidate development at an existing site that is well served by public transport and embedded in an established residential community.

Transport Infrastructure Ireland. Response dated 19/10/23 stating that the proposed development falls within an area set out in a Section 49 Levy scheme for Light Rail. The Section 49 scheme lists several exemptions where the levy does not apply. If the above application is successful and not exempt, as a condition of the grant please include for the Section 49 Contribution Scheme Levy.

Irish Water: Report received 6/10/23 stating that records indicate an Irish Water wastewater asset within the site boundary. The applicant shall comply with the Irish Water's requirements for building close to Irish Water assets, as set out in the IW Code of Practice. Full details of how this asset is to be treated shall be agreed with Irish Water prior to the commencement of construction.

Irish Rail: No response received.

Minister for Arts, Heritage and Gaeltacht: No response received.

An Taisce: No response received.

The Heritage Council: No response received.

An Chomhairle Ealaíon: No response received.

Failte Ireland: No response received.

Persons / bodies who made submissions:

Twenty one (21) submissions have been received. The main points of the submissions are set out below. It is noted that the overwhelming majority of submissions are positive and welcome the redevelopment of the stadium. One submission is specifically against the proposed development.

Concerns raised as follows:

- Excessive light spill
- Curtailed access to property
- Part 8 application has no right of appeal to An Bord Pleanála
- Lack of prior consultation with nearby residents
- Critical elements of the design appear to owe more to consultation with UEFA (e.g. 8000 capacity, TV lighting specification, VIP areas) than to any principle of sustainable development by which DCC is bound
- The Floodlighting Design Report (FDR) shows extreme light spill into neighbouring houses and gardens. -Brutal illumination levels are unacceptable on human well-being grounds and are a clear breach of environmental guidelines (FDR).
- To minimize light spill and achieve desired illumination levels without excess environmental harm, the solution is to mount all floodlights on the stands.
- Shoehorning of a new 8000-person stadium into a densely populated residential area has the potential to increase the noise nuisance. Excessive noise (on match and non-match days) is already a serious issue at Dalymount Park.
- This proposal fails to respect architectural heritage of the surrounding area.
- Houses to the South (and North) will now be much more heavily overlooked by ugly industrial structures out of keeping with the architectural heritage of the ACA.
- Access to the South laneway is essential to the lives of residents. It is needed to drive to work, for hospital visits, for elderly visitors, for tradespeople, for groceries etc. On what basis has a “public laneway” been included in the site boundary? What are the implications of this for residents during the construction phase?
- The inclusion of the South public laneway in the site boundary is questionable. The proposal to open the East end should be abandoned. This will have no material impact on the functioning of the new stadium, avoid harm and improve the lives of residents.
- The Transport study states that St Peter’s Road closes at 18.45 on match days. Much of their analysis is based on this. Our Association has never witnessed this and would strongly question whether it happens.
- Welcome the improvements around the new link between Connaught Street and the North Circular Road, suggestions that the surface treatment of Dalymount Lane should be included.
- Disappointed with the proposals for the entrance to the stadium from St. Peter’s Road. This is an ideal opportunity for placemaking and one in which we feel that the design team has failed to respond too.
- The seats are too far from the edge of the pitch at c.6M in both stands and this has significant negative impact on the atmosphere. These should be moved forward and redesigned.
- The proposal to use a woven mesh screen to the rear of the seating is terrible for atmosphere.
- Clarity and transparency around disruptive non-football activities should be a condition of planning permission.
- Please ensure that there will be sufficient car parking space and that local residents are not impacted.
- We have not been approached by the Dublin City Council, the developer or Bohemians to open engagements with us (to address concerns to outline the actions and timelines of the project)

Submissions in support include the following :

- Plans look great. The sooner it is done the better.
- Benefit of new cycle/walk routes away from traffic congestion.
- Benefits of adequate disability access.

- Benefits of support to local economy.
- Benefits of modern sporting facilities for Bohemian FC.
- Benefits of modern sporting facilities for the League of Ireland.
- Benefits of community space as part of development. Benefits of the redevelopment of such a historic sporting site.
- The fantastic work Bohemian Football Club has done around the community is there for all to see, the engagement with local residents and businesses has created a real sense of togetherness.
- Dalymount Park has served its purpose very well for so many years and has created magnificent memories for both home and travelling fans but the stadium has now run its course and is in badly need of redevelopment.
- Hopefully the proposed development can be turned into action in a swift manner so football fans and local residents can look forward to returning to a safe and accessible Dalymount in the near future.
- In the redevelopment of Dalymount Park we have a unique opportunity to deliver a future stepped in our past.
- The Grand ole lady of Irish football has a chance again to sparkle and be the cherished centre point of a new breed of Dubliner, open and welcoming to all regards of ability, disability, race, religion or creed, love of the game or not. A community space first and foremost where good is created and lives inspired.
- Extremely excited to hear Dalymount are getting a new stadium at long last, it will bring a massive lift to this area and its being so run down for so long and with the new cycle lanes / canal walk being installed as we speak it has already lifted spirits in the area, this will be huge to the local area and much needed as Bohemians are so well got and to see their sporting facilities' improve along with supporting the local economy, I'm sure it will attract all the local young people and give the whole area a massive lift and even better on such a historic site.
- The increased capacity will be hugely beneficial to local businesses. This development is long overdue.
- The iconic Dalymount floodlights can be seen in Phibsborough and across the city and are a landmark.
- It is a shame that the proposed floodlights are lower in height and thus cannot be as widely seen. Can the height of the proposed floodlights be increased to at least match the height of the existing floodlights so that they too can be equally visible?
- The redevelopment is hugely important to Bohemian FC who will finally have modern sporting facilities, to the thousands of fans and also to the local community who will benefit from the enhanced public realm, the new connectivity between Connaught St and the North Circular Road and the new much-needed community facilities. We look forward to the redevelopment of this historic site in the heart of Phibsborough and the new life it will bring to the local economy.
- It is clear that BFC's current premises and Dalymount Stadium in its present condition are holding the club back in releasing even greater social impact.
- Very beneficial to the local economy and local community, providing some much needed new facilities and community space to the area.
- This redevelopment will bring economic, social and cultural benefits to the area it is important in terms of The League of Ireland - providing modern sporting facilities, Environmental - improving new cycle ways and walkways, Cultural - redevelopment of important historical site.

These submissions are noted and have been considered as part of the assessment of this application.

Assessment

Principle of development

As per Section 14.7.9 of the Dublin City Development Plan 2022 – 2028, Z9-zoned lands are multi-functional and central to healthy place-making, providing for amenity open space together with a range of ecosystem services. They include all amenity, open space and park lands, which can be divided into three broad categories of green infrastructure as follows: public open space; private open space and sports facilities. The development as detailed above would fall under the definition of ‘sport facility and recreational uses’ as set out in Appendix 15 of the 2022 – 2028 Dublin City Development Plan. The proposed ‘offices’; ‘merchandising shop’; ‘club bar’; ‘security and control room’; ‘toilets’ are all ancillary uses to the sports facility proposed.

‘Sports facility and recreational uses’ is a land-use that is ‘Open for Consideration’ under the Z9 zoning objective. In addition to this it should be noted that the stadium and ancillary facilities (club bar etc) is a long established use on this site. The proposal includes two food concession units to the east of the eastern stand and facing the public walkway. These units are considered to be ancillary to the overall sporting and recreation use.

The proposed use for a football stadium (sports facility and recreational uses) is permitted in principle on Z4 lands. This is also considered acceptable in principle given the existing use on the site. The proposed use for a community facility is listed within the permissible uses within the Z4 zone and open for consideration in the Z9 zone.

In broad terms the redevelopment of Dalymount Park itself, the upgrading of sports / recreation facilities and the protection of existing and established sporting facilities is supported by the Dublin City Development Plan 2022-2028 (as set out in policies G146, G149 and objective GI052). In addition to this, Dalymount Park is recognised at both local and national level for its contribution to Irish Football. It has an important place in the history of Irish football, hosting many international football matches, friendlies and European ties over its history.

Demolition

As part of the proposed development it is proposed to demolish the existing stadium. Section 3.5.2 of the development plan “The Built Environment and policy CA6 *Retrofitting and Reuse of Existing Buildings* together seek to promote and support the retrofitting and reuse of existing buildings rather than their demolition and reconstruction, where possible.

The Design and Access Statement prepared by IDOM notes that data gathered through extensive surveys and inspections have demonstrated that the existing structures are no longer fit for purpose and informed the decision to propose the full demolition of the existing stadium and develop a new 4-sided facility to meet the most current requirements for its intended use and be funded through the LSSIF (Large Scale Sport Infrastructure Fund).

With regard to energy arising from the new development a Sustainability Report prepared by IDOM, which is included with the application material, notes that this development aims to comply with the climate action plan 2019-2024 by Dublin City Council. Strategies (active and passive), which are consistent with this, are developed to achieve the greatest possible reduction in resource consumption. A well-insulated and air-tight building envelope, optimized window/wall ratio, heat recovery units or technologies that use renewable sources such as heat pumps, are some of the most relevant chosen measures. Additional actions, such as an optimised drainage strategy or enough system capacity to respond to future higher summer temperatures, have been incorporated into the design, to make the development a climate resilient asset. Water utilisation has also been issued with the use of rainwater harvesting tanks for toilet flushing and pitch irrigation.

Having regard to the above, it is considered that the remaining facilities at Dalymount Park are currently reaching the end life to a typical building life design and have been built with different regulations, it is considered that the demolition of the remaining facilities are required

to allow for an enhanced stadium and community facilities which are fit for purpose and cognisant of the climate action plan 2019-2024.

Scale and Design

Dalymount Park is a historic football stadium in Phibsborough, Dublin. Founded in 1901, the stadium has seen various renovations throughout the years. The Site is currently the home grounds for Bohemian Football Club and has a current capacity of approx. 4,500 patrons. The existing infrastructure presently on the site consists of a main roofed stand known as the Jodi Stand (southern end), the Des Kelly Stand at the western end, office, lighting, changing rooms and facilities, club bar, storage rooms and an electrics room. A carpark is located in the north-western corner. Planning permission for the demolition of the Connaught Stand has previously been granted and has commenced.

At present there is one covered functional stand (known as The Jodi Stand) along the southern end and one uncovered functional stand along the western end (known as The Des Kelly Carpets Stand). The northern stand (Connaught Street) is currently in the process of being demolished. The surroundings where the stadium interacts with the public are poorly presented. The back alleys and public realm surrounding the stadium is in poor condition and lacks passive surveillance.

In broad terms, the redevelopment of Dalymount Park is supported by a number of policies and objectives of the Dublin City Development Plan 2022-2028, including Section 10.5.8 which seeks to continue to renew and develop sport and recreation facilities throughout the city and support their provision by community and private organisations. Specifically relating to Dalymount Park Objective GIO52 states that it is an objective of Dublin City Council to *redevelop Dalymount Park....soccer stadia providing enhanced sporting, recreational and community amenities and as part of this development plan to celebrate the rich sporting history of these sites.*

In addition to this the Phibsborough LEIP states that *the grounds at Dalymount Park have been home to the Bohemian Football Club since 1901, historically hosting many key international matches, but recently used more for home games of Bohemians FC. The site which is in need of extensive refurbishment and investment was recently purchased by Dublin City Council with the aim of retaining the soccer focus of this site and also to expand the sporting and community use in future redevelopment. It is the aspiration of the City Council to redevelop this site and to provide Phibsborough and the north side of Dublin with a key piece of sporting infrastructure fit for the 21st century. As part of any redevelopment proposal it is hoped to celebrate the rich sporting heritage of the site.*

Notwithstanding the general support for the enhancement of sporting facilities and the specific objective to redevelop Dalymount Park, the context of the site within a predominantly residential area to the north, south and west (which are within the Z2 zone) and a small portion of the site being within the Phibsborough Centre Architectural Conservation Area and the proximity of a number of protected structures must be acknowledged. The proposed development must have due respect to its location and should not have an undue impact on the residential amenity of the surrounding area and should also not have an undue impact on the character and setting of an Architectural Conservation Area.

Stadium

In broad terms the overall design comprises of four stands – two main stands running along the east and west side of pitch, and 2 smaller end terrace stands at the north and south of the pitch. The larger stands accommodate community facilities (to the east) and competition areas and the club bar (to the west). The two proposed main stands would have a capacity of c.3000 seats each, and two terraces to the north and south of the site with a capacity of c.1000 each.

- The west stand would have a height of c.12.6m and would provide seating for 3,085 spectators;
- The east stand would have a height of c. 13.1m and would provide seating for 3,155 spectators;
- The north terrace would have a height of c. 6.1m and would provide standing for 1,089 spectators; and
- The south terrace would have a height of c. 7.2m and would provide standing for 705 spectators.

The west stand includes male / female toilets (below the stands), a three storey facility providing main access for football teams, the VIP lounge / bar and media facilities and a one storey block for concessions. The exterior of the stand includes brick faced masonry of a red colour and would incorporate solid glazed panels within modular anthracite aluminium framed system. A new external concourse is provided outside the West stand.

The east stand includes male / female and accessible toilets (below the stands), a two storey building providing accommodation for resident football team officials / merchandise retail unit (in the southern corner) and a one storey pavilion for F & B concessions and a two-storey community facility to the north-east of the corner. The exterior of the east stand would be similar to the west stand. The East stand is positioned so as to offer as much area as possible for the public realm area of the new street.

The north and south terraces would provide accommodation for standing patrons and would have a lightweight canopy for protection against the elements. Both terraces have separate toilet facilities. In terms of the exterior of the terraces, it is noted that the walls separating the terraces from the adjacent laneways would be rendered with inset exterior grade steel mesh.

A third party submission has highlighted concerns relating to the wire mesh finish of the upper portion of the east and west stands and the impact that such would have on the atmosphere during game time. While this is not specifically a planning issue, the planning authority considers that the design allows for the stadium to have a lighter appearance which would integrate in an acceptable way with the surrounding area.

In addition to this, a third party submission has highlighted concerns that the proposed development proposal fails to respect the Phibsborough Centre Architectural Conservation Area. The main issue relates to the location of the floodlights.

In response to this, it is considered that the design of the proposed development would respect its wider environment (which is predominantly red-bricked Victorian dwellings) and would appropriately integrate into its immediate surroundings. In this regard, it is noted that the stands to the east and west of the stadium would align with the average height of the neighbouring dwellings.

While it is noted that the location of the floodlights has been altered from their current location as a result of the re-orientation of the pitch, the proposed floodlights are slimmer and would be slightly lower than those existing. The existing floodlights are considered to be an iconic landmark within north Dublin and the proposal seeks to reference this in the current design. It is considered that the contemporary design of the proposed development would complement the existing townscape and character of the area and respects the Phibsborough Centre Architectural Conservation Area.

Boundary strategy

The boundaries of the proposed development are important factor in how the proposed development would integrate with the surrounding area.

It is noted that a third party submission has raised concerns in relation to perceived impacts in the Architectural Conservation Area. A very small portion of the site (146sq.m) is located within an Architectural Conservation Area (ACA). There are limited works within this area comprising of resurfacing of a pedestrian access point. As a result, an improvement will occur given the pavement in this location will be upgraded from the existing situation. This is considered to be acceptable and would not impact on the Architectural Conservation Area.

In overall terms in relation to how the proposed redevelopment would sit within its surroundings, the application documents include a set of photomontages prepared by Digital Dimensions and a Landscape and Visual Impact Assessment prepared by Cunanne Stratton Reynolds. The photomontages provide a total of 10 no. viewpoints. The Landscape and Visual Impact Assessment notes that the quality of change within the 10 no. viewpoints to the visual landscape shown in the photomontages would range from neutral to beneficial.

The photomontages show that, while the redeveloped stadium would be visible from Connaught Street, St. Peter's Road and Phibsborough Road, the design and materials would ensure that the stadium would sit comfortably with the area and would not dominate the aesthetic of the established, predominantly Z2 area. In addition to this, it is considered that the redeveloped stadium would enhance the interaction with the Architectural Conservation Area to the south of the site.

Eastern boundary

To the east of the site which bounds the Shopping Centre it is proposed to provide a steel mesh fence broken up by the curtain wall element of the community centre, the club shop facilities and two red brick food concession units. While this boundary would not face towards one of the main roads in the area, nonetheless, it is an important boundary which should include activity to ensure that it does not become a dead space and would dovetail with any future potential redevelopment of the Phibsborough Shopping Centre land. In this regard, it is noted that the boundary includes the opening to the Community Centre, a two storey building to the south of the space (a club shop at ground floor and club offices at first floor) and two food concessions. The club shop and the community centre would have glass panelled curtain walls at ground floor and would be brick faced at first floor level, while the food concession buildings would be brick faced (red) and are considered to be acceptable. This boundary includes a new pedestrian street between North Circular Road and Connaught Street. It is considered that the boundary treatment in this case is acceptable, is reasonably well articulated and provides for open passive surveillance at ground floor level which would encourage public use of the new pedestrian access. In addition to this, the proposal would take due cognisance of the potential future redevelopment of the Phibsborough Shopping Centre in the future.

The boundary with Phibsborough Shopping Centre is proposed to be a steel fence with planting which is considered to be acceptable.

The proposal enhancement to the public realm of Dalymount Park by providing a through site link and a plaza space which would be well lit would ensure casual, passive surveillance and encourage safe social interaction. It is considered that accessibility would be improved throughout the site creating enhanced linkages. This element of the proposal would comply with policy SMT9 (Public Realm in New Developments) and SMT12 (Pedestrians and Public Realm) and is therefore considered to be acceptable.

Southern boundary

To the southern boundary it is proposed to provide a rendered and painted wall with steel mesh screens to its western and eastern ends. The proposed boundary wall would have a

maximum height of c. 5.1m. The photomontages submitted with this application show that this boundary would only be partially visible from North Circular Road (in between gaps in the terrace of dwellings) and the bulk of the stadium would be greatly reduced from this vantage point. In overall terms, the drawings and photomontages submitted with this application show that this wall would be rendered for graffiti. This wall would face towards the ACA. However, given that the overall bulk of the stadium would be reduced from this vantage point, it is considered that this boundary would be an improvement on the existing interface with the ACA and as such is appropriate.

Northern boundary

To the northern boundary of the land, it is proposed to provide a rendered and painted wall with steel mesh screens to its western and eastern ends. The drawings submitted with this application show that this wall would be rendered for graffiti. It is considered that the rendering of walls to encourage considered graffiti is acceptable and would be an improvement on the existing haphazard graffiti which is in situ at present.

Western boundary

The proposal seeks to introduce the main stand onto the western boundary and includes the stadium bar building. The bar building would comprise of brick faced masonry of a red colour and would incorporate solid glazed panels within modular anthracite aluminium framed system. A new external concourse is provided outside the West stand. In terms of how the proposed development would integrate with the surrounding area the key boundary given its proximity to St. Peter's Road. Having considered the plans, elevations and photomontages submitted with this Part VIII submission (especially View No, 7), it is considered that the proposed development would comfortably sit within its surrounding context and would be an upgrade from the existing condition.

Floodlighting

The proposed development seeks to replace the existing towers with new, slimmer modern masts. The existing towers are highly visible in the area and are a form of landmarks. The proposed light masts at c.32m would have a similar height to the existing tower structures but would be lower when the existing flood lights are included. Further to this, the proposed masts would be significantly slimmer than the existing tower structures. It is noted that the proposed floodlights would have a lesser visual impact on the area than the existing towers as shown by the photomontages prepared by Digital Dimensions. Therefore, in terms of design, there are no concerns. The planning statement lodged with this part VIII application states that all floodlights will meet the requirements of the latest Public Lighting standards IS EN13201 and further updates.

Appropriate guidance is set out in *Guidance notes for the reduction of obtrusive light'* (2020) prepared by the Institution of Lighting Professionals. This document identifies environmental zones for exterior lighting control in Table 2. It is considered that the subject land is located within zone E4- Urban. Table 3 of the document set out the maximum values of vertical illuminance on premises as follows: Pre-Curfew 5lx and post curfew 25lx.

A submission has raised concerns relating to light spill from the lights to surrounding properties. The application material includes a Floodlighting Design Report. It is noted that there are two categories of matches which would take place. The vast majority of games would be:

1. Non-Televised matches in which the max spillage to adjacent dwellings would be 19.6lux which is within the limit of 25 lux illuminance levels recommended by the *Guidance notes for the reduction of obtrusive light'* (2020) prepared by the Institution of Lighting Professionals.

2. Televised matches in which the max spillage would be 50.4 lux which is above the max 25lux illuminance levels recommended by the *Guidance notes for the reduction of obtrusive light'* (2020) prepared by the Institution of Lighting Professionals.

With regard to the number of games which would be televised, the report states that *it is important to note that the events with the highest spillage are to occur very sporadically throughout the year, and each will have a short duration (≈4 hours)*. Policy S142 of the Dublin City Development Plan seeks to not allow unnecessary, inappropriate or excessive artificial lighting and to ensure that the design of public and external lighting proposals minimises light spillage or pollution and has due regard to the character and environmental sensitivity and residential amenity of the surrounding area.

The site has to be considered in the context of its location within an existing urban area and the fact that the proposal comprises of a redevelopment of an existing stadium which includes floodlights. It is noted that the level of impact of the floodlights would be dependent on the category of game being played (as set out above). In this regard, it is noted that the number of televised games in the evenings is relatively low and the duration of these when the floodlights would be required is very limited (to 4 hours). In this regard the proposing department have provided the following clarification by letter dated 24/11/23:

'Bohemian FC evening games currently kick off at 7.45pm with fulltime at approximately 9.30pm. It is expected that this practice will continue in the redeveloped stadium. The League of Ireland season runs from mid-February to November with many of these matches taking place over the summer months when the impact of the floodlights on neighbouring properties will be negated.

The Redevelopment of Dalymount Park will host approximately 5-8 televised floodlit matches over a season. There are a number of factors that will influence the number of games played in any particular season including the following;

- *The success of the Bohemian FC in any particular season*
- *The appetite of a TV broadcaster to show League of Ireland football*
- *The Competitiveness of the League that season'.*

The concerns of the third party objector are noted, however, given the relatively minor number of games and limited hours in which the games would be played, it is considered that the impact of the floodlights would be restricted and given the on-going nature of the football ground are considered to be acceptable.

Notwithstanding the above it will be recommended that an automatic daily cut-off time of 2300 hours is appropriate in this instance. It is considered that this would allow for the reasonable use of the stadium and the protection of surrounding residential amenity. In addition to this it will be recommended that the floodlights be asymmetrical down-light type, fitted with spill-lighting control louvres and that the floodlights be directed onto the playing surface of the stadium and away from adjacent housing and gardens. In addition to this, the floodlights shall be directed and cowled such as to reduce, as far as possible, the light scatter over adjacent lands, houses and gardens.

Community Centre

The proposal also includes a two-storey community building on the north-eastern corner of the site. The proposed community facility, would have an internal floor area of c.585m² over two floors including a community gym at ground floor and a multi-purpose hall at first floor level. The proposed community centre would have a height of c.10.5m (ground and first floor included) with a flat roof. Access to the building is fully independent from the stadium and is open for community use at any time.

It is noted that the dwellings along Connaught Street are within the Z2 zone, so any undue impact on the character of the Z2 zone would have to be minimised. The proposed building would be partially under the roof of the stadium to the north-east of the site and would be visible from the public realm from Connaught Street. At ground floor level the proposed community centre would have a curtain wall finish comprising of red brick interspersed with vision glazing and solid panels within a modular anthracite aluminium framed system.

At first floor level, the proposed community centre would comprise of primarily a red brick finish. This is demonstrated by image No.2 of the photomontages prepared by Digital Dimensions, where the community centre is clearly visible.

In broad terms, it is considered that design the proposed community centre interacts in a much more positive way with Connaught Street than the current arrangement. In addition to this, it is considered that the community will provide a much enhanced community facility within Phibsborough which the entire community would benefit from.

In addition to this, policy QHSN60 of the Dublin City Development Plan 2022-2028 seeks to support the development, improvement and provision of a wide range of socially inclusive multi-functional and diverse community facilities throughout the city. It is considered that this element of the proposed development would be compatible with policy QHSN60 of the Dublin City Development Plan 2022-2028.

Transportation and Accessibility

Access

Vehicular access is proposed from St. Peter's Road which will facilitate bus access for players on event day. Vehicular access is limited for specifically authorised users, including staff, players coach drop off referee drop off area, media, deliveries / waste vehicles and emergency vehicles. The vehicular access point is St. Peters Road to the north-west of the site, while emergency access is via proposed street to the east of the site.

A key element of the success of a stadium such as that proposed is access for both home and away supporters. In this regard, away fans are proposed to arrive via Connaught Street to the away section in the northern part of the east stand. Home fans entrances are located via St. Peters Road, to the west stand, and from North Circular Road via 2 no. laneways to the south stand and east stand respectively with a further access to the east stand via Phibsborough Road.

In addition to this above, the proposal also includes a new pedestrian street connecting North Circular Road and Connaught Street, which will, on completion, create a new public shared space for the entrances to the East stand. To activate the new boulevard and attract movement on non-match days, the east stand features new concessions facing public realm areas, a fully independent community facility building with a gym and multipurpose room. A club shop/office space is also proposed along the new boulevard.

The stadium is designed to allow for level access from the public areas to the concourses which link to the access points to the stands. WC's and concessions are located under the stands, with direct access off the main concourses.

This part VIII submission was circulated to the Transportation Planning Division who did not highlight any concerns in relation to the access to the development.

It is noted that concerns have been raised in relation to the inclusion of the laneway to the south of the stands within the development red line boundary. The Transport Planning Division

in their report state that *“this laneway is a public laneway which provides access to the rear of the dwellings that front onto the North Circular Road and it is also used by pedestrians to gain access to the stadium. The inclusion of the laneway in the redline boundary services only to facilitate upgrading/resurfacing works to the lane and to ensure that the application boundary includes provision for the perimeter walls of the stadium to be constructed and the necessary access points. It is not proposed to close off this lane as a public lane and residents and pedestrians will still have access to the laneway. The assumption that it will be opened up further to increased vehicular traffic is incorrect. Improving the public realm for pedestrian permeability is the main rationale for improvements to this access. During construction works, as part of the Construction Management Plan, access to the lane may be temporarily restricted for safety and operational reasons. However the operational details of this are denoted in a construction management plan on appointment of a contractor and the contractor engages with any affected parties to ensure sufficient access is available where required. A condition relating to the CMP should be attached.”* In this regard, such a recommendation has been attached.

With regard to accessibility the report of the Transportation Planning Division states that with regards to accessibility, the applicant has outlined that inclusive access will be provided to all areas of the stadium in compliance with current building regulations. This outlined that 1% of each stand capacity is reserved to wheelchair user and people with reduced mobility. The spaces are proposed to be evenly distributed the front of each stand and can be reached via level access routes.

Car parking

The proposed development will facilitate 12 car parking spaces, dedicated for staff parking demand, media personnel and non-event match day use. The car parking spaces would be provided within the west stand with access from St. Peter's Road. The proposal does not facilitate any bus parking spaces within the site.

This part VIII submission was circulated to the Transportation Planning Division who stated that *‘As per Policy SMT29 of the Dublin City Development Plan (2022-2028, all new developments must be futureproofed to include EV charging points and infrastructure. In all new developments, a minimum of 50% of all car parking spaces shall be equipped with fully functional EV Charging Point(s). The remaining spaces should be designed to facilitate the relevant infrastructure to accommodate future EV charging. This proposal outlines 6 of the 12 on-site parking spaces will be provided with charging points and the remaining 6 provided with passive provision that can be electrified if required’*. The Transportation Planning Division have stated that this is acceptable.

Bicycle parking

The Transport Assessment outlined a total of 50 no. bicycle parking spaces are proposed within the site to cater for non-event day demand including for the community facility; (20 no. spaces), offices/club shop (10 no. spaces), and the club bar and stadium operations (20 no. spaces). The report further outlines that the club will investigate the opportunity to provide temporary cycle parking for event days at appropriate locations if demand requires, with this provision monitored on an ongoing basis and increased accordingly if required.

This part VIII submission was circulated to the Transportation Planning Division who stated that *‘the proposed quantum of bicycle parking is considered acceptable to this division in this regard. Bicycle parking should be secure, sheltered and well lit and shower and changing facilities provided for staff’*.

On Street Parking

Third party submissions have highlighted concerns relating to ensuring that sufficient car parking spaces and that local residents are not impacted.

The report of the Transportation Planning Division notes that *‘a total of 548 on-street parking spaces would be available within a 5-minute walk of the stadium and 1,392 spaces within a 10-minute walk on a non-event day. On event days, spare capacity of on-street parking could cater for the additional parking generated by the stadium and could easily accommodate part or all of the 616 vehicles expected to be produced by the proposed stadium assuming a full capacity attendance. It is noted that the report outlines that this could also be more dispersed in reality on the ground in this regard. This is considered acceptable to this division’.*

In addition to this concerns have been raised in third party submissions in relation to traffic management as a result of the redevelopment of the stadium. Concerns regarding haphazard and illegal parking on match days etc. have been noted. The report of the Transportation Planning Division notes that Cabra Park is an area that has double yellow lines along the length of the roads, with areas facilitating Pay and Display and Permit parking. It is considered that there are adequate enforcement measures in place along this part of the road to monitor any haphazard parking. The report continues

“The purpose of the mobility management plan is to set out measures in which travel behaviours can be influenced and accommodated. This division is satisfied that adequate measures have been put in place to encourage patrons to use sustainable modes to travel to the venue. Ad hoc driver behaviour parking illegally in the City is a matter that is monitored and managed by Parking Enforcement and An Garda Síochána”.

Emergency Vehicles

Emergency and service vehicles are proposed to have access along the new street to the east side of the stadium, with bicycle parking for general public to be provided on the southeast access and next to the Community Facility.

With regards to fire strategy the applicant has outlined that Fire engine access will be provided to the full facade of east stand, while on the west stand, due to the configuration of the site boundary, full truck access is not possible. In lieu a horizontal dry riser is proposed. Swept path analysis of all vehicles accessing the site have been provided in Appendix B of the Transport Assessment. This includes large car, articulated vehicle (OBU), box van, and fire engine (7.7m length) access which are all noted in this regard.

The report of the Transportation Planning Division does not outline any concerns in relation to emergency access.

Waste storage and strategy

With regards to waste storage and strategy, the applicant has outlined waste storage locations and outlined the waste collection will be via waste trucks. The locations of waste storage areas is with regards to the proposed waste from each area and their envisaged usage. The West Stand will have a waste collection point which is accessed via the main gate on St. Peters Road. With the east stand two collections rooms are designated with these areas accessed via the proposed new street to the east of the stadium.

The report of the Transportation Planning Division does not outline any concerns in relation to waste storage.

Landscaping

It is noted that the proposed development comprises of a football stadium, associated facilities and a community building and that options for soft landscaping are limited. However, it is considered that a reasonable level of hard and soft landscaping should be included within the development. The landscaping element of the proposal is primarily permeable paving within

the main site area with permeable asphalt in peripheral areas. In addition to this, the landscape strategy seeks to soften the hard surfaces of existing streets, walls, building and the proposed stadium by introducing different types of greenery, including low bushes along the boundary walls, low grasses, planter boxes and tree planting.

In addition to the above, it is noted that, in the Pre-Part VIII consultation the City Architects requested a detailed public realm improvement scheme be developed. It is noted that this application includes a Public Realm and Landscape Strategy. The Public Realm and Landscape Strategy has been reviewed and is considered to be acceptable.

This part VIII submission was circulated to the Parks, Biodiversity and Landscape Services Culture, Recreation and Economic Services Department who in a report dated 18/10/23 stated:

A landscape plan is submitted with the application and includes details for planting, street furniture, paving and wayfinding. External seats/benches are recommended to be included and suitably positioned with regards to crowd flow. Weather covers are recommended for at least 50% of external bicycle stands. Noted 'resurfacing by others' on the southeast corner of the site is preferably undertaken using similar pavement materials proposed in the landscape plan.

Arboriculture

One tree is present on the site and is a self-seeded sycamore of low value. The tree will be removed under the development. The report of the Parks, Biodiversity and Landscape Services Culture, Recreation and Economic Services Department states that *the scale of the site and its redevelopment allows opportunities for further tree planting within the scheme. The submitted landscape scheme proposes new tree planting within ground and planters, which is welcomed.*

Invasive Alien Species

A report on the presence of IAS has been submitted with the application. Five areas of growing Japanese knotweed (*Fallopia japonica*) were reported as well as ongoing herbicide treatment to contain it. The report of the Parks, Biodiversity and Landscape Services Culture, Recreation and Economic Services Department states that *Japanese knotweed is of concern and in addition to ongoing treatment any site clearance operations associated with the development will have to remove affected ground with roots of this species and dispose of it under licence.*

Bat & Bird Survey

A Bat & Bird Survey is submitted with the application. The report of the Parks, Biodiversity and Landscape Services Culture, Recreation and Economic Services Department notes that *bat activity was regarded as low with 3 species present and primarily activity was in the southwest of the site. No bat roosts were recorded. Bird surveys were also carried out and found common species flying over or stopping briefly and no nests were recorded. Recommendations are included in the report to minimise impacts, in particular using 'bat friendly' lighting and enhancing nesting/roosting opportunities, which are included in the draft conditions below.*

Conservation

It is noted that the proposal involves the demolition of perimeter boundary walls to and adjacent to Dalymount Stadium including the following:

- 1) A masonry boundary wall to the east of the stadium grounds, forming part of the west boundary of the former Tramway Depot, as shown coloured blue in the drawings and P16 of the Design and Access Statement. It is noted that the demolition of this boundary wall was permitted under a previous grant of planning permission (DCC Reg. Ref. 2628/17).

- 2) A length of masonry boundary wall forming the east end of the laneway situated between the dwellings on North Circular Road and the south stand of the stadium as shown coloured orange in the drawings and P16 of the Design and Access Statement..
- 3) A 20th century concrete boundary wall separating the south east corner of the stadium grounds from the laneway to the rear of the dwellings on North Circular Road.

The demolitions are required in order to enable the creation of a new public plaza and improve movements to and from the stadium from the streets and laneways in the vicinity.

A report from the Conservation Section of Dublin City Council dated 24/11/23 states *that It should be noted that the above perimeter walls are not protected structures nor have they been surveyed by the National Inventory of Architectural Heritage (NIAH). The walls at 1 and 3 are adjacent to, and the masonry wall at 2 abuts, but are not situated within the designated area of the Phibsborough Architectural Conservation Area (ACA, 2015). The masonry wall at 2 also abuts, but is not within, the curtilage of No. 343 North Circular Road, a protected structure (RPS Ref: 1734). The former Tramway Depot is included on the on the Dublin City Industrial Heritage Record (DCIHR)*

The proposed demolition of two sections of the western perimeter wall of the former Tramway Depot, will result in a loss of historic, industrial fabric of Local significance and interest, which is regrettable.

While the demolition of the historic walls is regrettable from an architectural heritage perspective, it is acknowledged that the proposed demolition of the perimeter walls is a key element in delivering the Dalymount Park Redevelopment Project and it is accepted that the historic boundary walls of the former Tramway Depot are not protected structures nor have they been recommended by the NIAH for addition to the RPS. It is also accepted that the remaining historic fabric of the former Depot is fragmented and diminished by modern interventions and loss of fabric.

The Conservation Section have recommended two conditions be included. Having regard to the response of the Conservation Section, it is considered that the proposal would comply with Policy BHA16 which seeks to have regard to the city's industrial heritage and Dublin City Industrial Heritage Record (DCIHR).

Archaeology

Archaeology, Conservation & Heritage Section of Dublin City Council have provided a comprehensive report which notes that 'The proposed development is outside the Zone of Archaeological Constraint for any Recorded Monuments which are listed on the Record of Monuments and Places (RMP) and are subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994.

The report notes that the application is accompanied by a number of reports including an Archaeological Impact Assessment which concludes that "previously unrecorded sub-surface features or deposits of an archaeological nature might still survive within undisturbed areas as the site was not developed prior to the construction of Dalymount Park". The submitted Archaeological Impact Assessment recommends that "archaeological monitoring of all topsoil stripping and groundworks should take place prior to and during the construction phase."

Archaeology, Conservation & Heritage Section acknowledges the recommendation for archaeological monitoring but it is their view that monitoring the stripping of this layer at construction stage may pose a risk to the project and that there is a risk of archaeological material not being identified and lost.

Notwithstanding this, they recommended that archaeological testing should be carried out as a controlled discreet exercise in advance of any ground reduction for construction in order to determine whether the historic ground surface and any potential archaeological material survives beneath this made ground layer. The results of this pre construction testing will inform whether there are any further archaeological requirements (eg monitoring)' .

In addition to this the Archaeology, Conservation & Heritage Section report states that 'It is noted that neither correspondence with the Conservation Section nor a report on the walls and the impact of the development of the surrounding Protected Structures by a suitably qualified expert in architectural conservation was included with this application. In light of this the archaeology office recommends that the sections of wall to be removed be fully recorded before removal and that the reuse of the masonry on site and commemoration of the tramway depot are made as modifications to the part 8 permission for the development'.

Impact on neighbouring properties

This part 8 submission includes a Daylight & Sunlight Assessment prepared by Digital Dimensions.

In summary, it is noted that in excess of 400 windows were assessed in the dwellings proximate to the proposed development, on roads bounding the development including St. Peter's Road, Connaught Street and North Circular Road. The result of the assessment shows that all windows assessed retain a Vertical Sky Component (VSC) level in excess of 27% or the ratio is not reduced below 80% of the existing value if below 27%. This reduction is considered to be minor and meets the recommendations of the BRE guidelines.

With regard to the private amenity space to the rear of adjacent properties, it is noted that all spaces retain at least 2 hours sunlight over 50% of the amenity space on 21st March or the available levels will not be reduced below 80% of the existing value if below this. The assessment outlines that the areas assessed continue to meet or exceed the recommendations of the BRE guidelines BR209:2022 (third edition).

In addition to this, any impacts on St. Peter's School have also been assessed. This includes an assessment of all windows which face 90° of due south. It is noted that the availability of sunlight into amenity areas of the school will be reduced to 81.5% of the existing level, as a result of the proposed development. The report notes that this is in compliance with the BRE Guidelines as should the sunlight availability be less than 50% then the reduction should not be greater than 80% of the existing level.

Noise

Third party observations have highlighted concerns in relation to noise from the redeveloped stadium. A Noise Study has been included in the part VIII documentation. The report concluded that the monitoring results indicate that during match events, the occupants of houses that do not back on to the Stadium are exposed to a slight increase in noise due to spectator noise. In contrast, the occupants of houses that back on to the Stadium are exposed to appreciably elevated levels of noise from spectators and music being played through the PA system in the Stadium. The report recommends that it may be appropriate to consider potential noise from food stands and appropriate mitigation measures in the redevelopment of the Stadium. The Air Quality Monitoring and Noise Control Unit of Dublin City Council did not make any comments in relation to operational noise from the redeveloped stadium. Notwithstanding this, given the location of the proposed redeveloped stadium within a predominantly residential area, the proposing department should provide details of noise mitigation measures for the food stands and gym element at ground floor of the community centre.

It is noted that the report included with this application does not predict the noise of the new stadium. The proposal is a redevelopment of an existing stadium with an operational capacity of c.4,500 (and historically a far larger capacity than now proposed) and that there is already crowd noise associated with this use.

In addition to this the third parties have raised concern in relation to the non-football related uses on the land (especially the bar). The proposed club bar is located at first floor level of the west stand and has the capacity for 300 patrons. This issue was raised with the proposing department on 29/11/23 and it has now been confirmed that the proposed bar would replace the existing provision of 3 bars which have a combined capacity of c. 350 patrons. This is considered to be a positive outcome in this regard as it consolidates all bar related activity into one location. In addition to this, the proposed bar would not be open to the public and would not operate as a normal bar.

In addition to this, concerns have been raised in relation to the number of concerts at the subject land. Notwithstanding the reference to concerts in the Design and Access Statement included with this application, there is no mention of concerts in the description of development. This use of the stadium for concerts would be subject to a separate process (outdoor events license) from Dublin City Council.

Requirement of Appropriate Assessment (AA) and Environmental Impact Assessment (EIA)

EIA

An Environmental Impact Assessment Screening Report, prepared by McCutcheon Halley dated September 2023 has been submitted for the proposed development.

Environmental Impact Assessment (EIA) requirements derive from EU Directives. Council Directive 2014/52/EU amended Directive 2011/92/EU and is transposed into Irish Law by the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

A proposed development which falls within one of the categories of development specified in Schedule 5 of the Planning and Development Regulations 2001, as amended, which equals or exceeds, a limit, quantity, or threshold prescribed for that class of development must be accompanied by an EIAR.

The proposed development does fall within the category 'Infrastructure Project' set out in Schedule 5, Part 2, (10) (b) (iv), which provides that a mandatory EIA must be carried out for:

Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)

The application site measures 2.39 hectares, this does not trigger a requirement for an EIAR.

The proposed development does not meet a category established in Part 1 of Schedule 5. Having regard to Part 2 of Schedule 5, the proposed development can be considered to correspond to Class 14 development "Works of Demolition", which are:

14. Works of Demolition carried out in order to facilitate a project listed in Part 1 or Part 2 of the schedule where such works would be likely to have significant effects on the environment having regard to the criteria set out in Schedule 7.

The proposed development (the demolition works) is being carried out to secure an area, which will be subject to redevelopment/regeneration works. Therefore, the proposed development can be considered as facilitating future development, being of an “urban development” type as set out under Class 10(b) (iv) of Part 2 of Schedule 5. This to be determined by the EIA Screening

The Screening Report looks at cumulative impacts with other projects including the permitted demolition of the Connaught Street stand and the permitted development at the Phibsborough Shopping Centre, directly to the east of the subject land.

The report examines the proposed development in regard to:

- population and human health;
- biodiversity;
- land & soil
- landscape & visual environment;
- material assets – traffic;
- water
- air quality & climate; and
- cultural heritage (archaeology).

The EIA Screening considered any potential for impacts arising during the construction and operational phases. The report presents a table which demonstrates that post mitigation there is no significant negative effect predicted to result from the redevelopment of the lands at Dalymount Park.

In this regard, the EIA Screening found that any likely negative environmental effects arising from the proposed development ‘will be moderate, slight, imperceptible, positive and neutral, short-term and permanent impacts in localised areas during the construction phase and operational phase.

The report concludes the following:

- The proposed development is a sub threshold project for the purpose of the EIA Directive;
- The scheme has been reviewed against prescribed criteria for determining whether or not a sub-threshold development is required to be subject to EIA. A global consideration against all of the criteria, taking account of measures to avoid or prevent what might otherwise have been significant adverse effects on the environment, finds that the environmental effects of the proposed development will be short-term and are not likely to be significant within the meaning of the Directive;
- There is no real likelihood of significant effects on the environment arising from the proposed scheme and accordingly the proposed development does not need to be subject to Environmental Impact Assessment and no Environmental Impact Assessment Report is required;
- Mitigation measures for the proposed development during the construction and operational phases are set out in the suite of reports that accompany this application. The mitigation measures have been taken into account in the context of this EIA Screening Report.

Having regard to the nature, size and location of the proposed development and the context of the criteria set out in Schedule 7 of the Planning and Development Regulations 2001 (as amended), it is considered that there is no real likelihood of significant effects on the environment arising from the proposed development (post mitigation).

Having reviewed the screening report the Planning Authority agrees with the finding that the development would not, in itself or in combination with other development give rise to significant detrimental impacts on the environment and that, on the basis of the scale and nature of the development as well as considering its location that an Environmental Impact Assessment Report is not required.

Appropriate Assessment:

An Appropriate Assessment (AA) Screening Assessment has been prepared by Ash Ecology & Environmental Ltd (AEE) and the proposed development has been screened to determine whether the development has the potential, either individually or in combination with other plans or projects, to have any significant effects on the conservation objectives and overall integrity of any Natura 2000 sites.

This report was circulated to the Parks, Biodiversity & Landscape Services section of Dublin City Council, who in their report dated 18/10/23 stated that *An appropriate assessment screening has been carried out for the scheme in accordance with current guidelines. The assessment concludes that the possibility may be excluded that the proposed redevelopment works of Dalymount Park will have a significant effect on Natura 2000 sites. The assessment screening is considered satisfactory.*

Source-Pathway-Receptor Approach and Identification of Zone of Influence

In establishing which European sites are potentially at risk (in the absence of mitigation) from the proposed development, a source-pathway-receptor approach was applied. The identification of source-pathway-receptor connection(s) between the proposed development and European sites essentially is the process of identifying which European sites are within the Zone of Influence (Zol) of the proposed development, and therefore potentially at risk of significant effects. Adopting the precautionary principle in identifying these sites, the report's author decided to include all SACs (Special Areas of Conservation) and SPAs (Special Protection Areas) within 15km of the site in Dalymount, Dublin. National Heritage Areas (NHAs) and proposed NHAs within 5km of the site are also considered, which are of national (NHA), or proposed (pNHA) national importance, as set out below:

SACs

- 1) South Dublin Bay SAC 5km SW (000210)
- 2) North Dublin Bay SAC 6.1km E, NE (000206)
- 3) Baldoyle Bay SAC 10.1km NE (000199)
- 4) Howth Head SAC 11.7km E (000202)
- 5) Rockabill to Dalkey Island SAC 12.3km E, SE, NE (003000)
- 6) Ireland's Eye SAC 14.5km NE (002193)
- 7) Malahide Estuary SAC 12.1km NE (000205)
- 8) Glenasmole Valley SAC 13km SW (001209)
- 9) Wicklow Mountains SAC 13.7km S (002122)
- 10) Rye Water Valley/Carton SAC 14.3km W (001398)

The report states the following: These 10 No. SAC sites are screened out as they are outside the Zone of Influence. There are no hydrological impacts to these sites. The distance of over 5km is sufficient for there to be no disturbance impacts to the conservation interests of any SAC sites due to works. Therefore, there is no further consideration required. No Pathway for Significant Effects and no potential for In-Combination Effect

SPAs

- 1) South Dublin Bay and River Tolka Estuary SPA 3km E, SE (004024)
- 2) North Bull Island SPA 6.1km E (004006)

- 3) Baldoyle Bay SPA 10.5km NE (004016)
- 4) Malahide Estuary SPA 12.1km NE (004025)
- 5) Ireland's Eye SPA 14.2km NE (004117)
- 6) Howth Head Coast SPA 14.5km E (004113)
- 7) Wicklow Mountains SPA 13.9km S (004040)

The report states the following: These 7 No. SPA sites are screened out as they are outside the Zone of Influence. There are no hydrological impacts to these sites. The distance of over 3km is sufficient for there to be no disturbance impacts to the conservation interests of the SPA site. For birds, disturbance effects would not be expected to extend beyond a distance of c.250m, as noise levels associated with general construction activities would attenuate to close to background levels. Therefore, there is no further consideration required.

It is noted that the maps of this report includes the candidate SPA (cSPA) for North-West Irish Sea (code 004236). However, this has not been included in the text of the report. The mapping with this report notes that the North-West Irish Sea is 2.7km from the site. In the first instance it is noted that the proposed works do not occur within a SAC, SPA or pNHA. As there will be no direct habitat loss to this c.SPA, impacts of habitat loss/alteration of any QIs or SCIs of any SAC or SPA (and pNHA) sites is screened out in relation to this site. The proposed works would be located c.2.7km from this site. Disturbance impacts to any QIs or SCIs of this c. SPA is therefore screened out. It is not expected that the proposed works will cause habitat fragmentation of any QIs or SCIs of this site and is therefore screened out. The nearest watercourse is the Royal Canal (260m north of the site at the closest point and also designated as the Royal Canal pNHA). There are no watercourses onsite that would form a direct hydrological connection to the Royal Canal. Negative impacts to ground and surface water quality resulting from the redevelopment works, affecting QIs or SCIs of this site is therefore screened out.

pNHA's

- 1) Royal Canal pNHA 260m N, NE, E, NW (002103)
- 2) Grand Canal pNHA 3.1km SE, S, S (002104)

The report states the following: These 2 No. pNHA sites are screened out as they are outside the Zone of Influence. There are no hydrological impacts to these sites. The distance of over 260m is sufficient for there to be no disturbance impacts to the conservation interests of any pNHA sites due to works.

In-Combination effects

Article 6(3) of the Habitats Directive requires an assessment of a plan or project to consider other plans or projects that might, in combination with the plan or project, have the potential to adversely affect European sites.

The following applications were considered:

- | | |
|---------|---|
| 2709/17 | Phibsborough Shopping Centre, and 345-349 North Circular Road, Dublin 7. Application for PERMISSION & RETENTION: of the part demolition of existing structures, site clearance and associated boundary hoarding. The proposed demolition includes demolition of the existing Tramway End/East Terrace of Dalymount Stadium (excluding the area of the existing floodlights), the existing warehouses in Kelly's Yard off the North Circular Road and other ancillary site clearance. Permission granted, subject to conditions. |
| 2628/17 | Application for 1. Demolition of the existing Tramway End/East Terrace of Dalymount Stadium and the construction of an extension to the existing Phibsborough Shopping Centre to contain a new Student Accommodation |

scheme, retail/restaurant units, commercial office and new civic plaza, the construction of a new Civic Space linking Phibsborough Rd and North Circular Rd. The Civic Space facilitates access to Dalymount Park Site and alterations to the existing Phibsborough Shopping Centre. Permission granted, subject to conditions.

3209/16 St. Peter's Church. Application for the replacement of the existing concrete pavement with natural stone paving and associated site works on the forecourt of St. Peter's Church. Permission granted, subject to conditions.

Findings of Stage 1

In conclusion, upon the examination, analysis and evaluation of the relevant information including, in particular, the nature of the proposed works and the likelihood of significant effects on any Natura 2000 site, in addition to considering possible in-combination effects, and applying the precautionary principles, it is concluded in the screening report that, on the basis of objective information, the possibility may be excluded that the proposed redevelopment works of Dalymount Park will have a significant effect on any of the Natura 2000 sites outlined in the report.

The project is not directly connected with or necessary for the management of a European Site and it can be excluded on the basis of objective scientific information that the project, individually or in combination with other plans or projects, will not have a likely significant effect on a European Site. It can be concluded that AA ("Stage 2") is not required.

Overall it is not considered that there are any recommended amendments/clarifications suggested by various Dublin City Council departments/sections that would materially alter the proposal so as change the Planning Department's conclusion on the preliminary EIAR Screening and AA Screening Report.

Conclusion

The Planning Authority considers the proposed development to be consistent with the provisions of the Dublin City Development Plan 2022 -2028 and in accordance with the proper planning and sustainable development of the area, and considers it should proceed.

Recommendation

The Planning Authority considers the proposed development to be consistent with the provisions of the Dublin City Development Plan 2022 -2028 and in accordance with the proper planning and sustainable development of the area.

It is recommended that the Elected Members approve the proposed development and the proposing Department should have regard to the following recommendations:

1. Irish Water:

Records indicate an Irish Water wastewater asset within the site boundary. Compliance with the Irish Water's requirements for building close to Irish Water assets, as set out in the IW Code of Practice shall be adhered to. Full details of how this asset is to be treated shall be agreed with Irish Water prior to the commencement of construction.

2. Planning and Property Development:

a) The floodlights or any replacement floodlights should be of the asymmetrical down-light type, fitted with spill-lighting control louvres. The floodlights should be directed onto the playing surface of the stadium and away from adjacent housing and gardens and minimal glare shall be caused to users of the public roads in the vicinity of the development.

- b) The floodlights should not be in use between the hours of 23.00HRS and 10:00HRS Monday to Sunday unless there is a requirement for extended hours of use which may be required on exceptional occasions. In such instances a limited extension of the hours of operation shall be agreed in writing with the planning authority prior to the event in question
- c) Details of the main stadium signage should be agreed with the planning authority prior to installation. All materials used should be of a high quality and any illumination should consist of backlighting.

3. Conservation Division:

- a) The historic masonry perimeter walls (at 1 and 2) shall be carefully taken down in accordance with a methodology to be prepared and supervised by a suitably qualified expert in architectural conservation, with the masonry salvaged for appropriate reuse within the overall project or elsewhere. The methodology shall be agreed in writing with the Planning Authority prior to the commencement of the proposed works and shall also ensure the stability of all remaining/abutting masonry walls.
- b) Provision shall be made within the civic space or area for a commemorative feature of appropriate artistic/design quality highlighting the location and relevant details of the former Tramway Depot, to include consultation with the City Arts Officer and the Heritage Officer.

4. Archaeology Division:

No construction or site preparation work shall be carried out on the site until the following archaeological requirements are complied with:

- a) The project should have an archaeological assessment (and impact assessment) of the proposed development, including all temporary and enabling works, geotechnical investigations, e.g. boreholes, engineering test pits, etc., carried out for this site as soon as possible and before any site clearance/construction work commences. The assessment shall be prepared by a suitably qualified archaeologist and shall address the following issues:
 - i) The archaeological and historical background of the site, to include industrial heritage.
 - ii) A record (written, drawn, and photographic, as appropriate) of any historic buildings and boundary treatments, etc.
 - iii) The nature, extent and location of archaeological material on site by way of archaeological testing.
 - iv) The impact of the proposed development on such archaeological material.
- b) The archaeologist shall forward their Method Statement prior to the commencement of development to the Planning Authority.
- c) Where archaeological material is shown to be present, a detailed Impact Statement shall be prepared by the archaeologist which will include specific information on the location, form, size and level (corrected to Ordnance Datum) of all foundation structures, ground beams, floor slabs, trenches for services, drains etc. The assessment shall be prepared on the basis of a comprehensive desktop study and, where appropriate/feasible, trial trenches excavated on the site by the archaeologist and/or remote sensing. The trial trenches shall be excavated to the top of the archaeological deposits only. The report containing the assessment shall include adequate ground-plan and cross-sectional drawings of the site, and of the proposed development,

with the location and levels (corrected to Ordnance Datum) of all trial trenches and/or bore holes clearly indicated. A comprehensive mitigation strategy shall be prepared by the consultant archaeologist and included in the archaeological assessment report.

- e) No subsurface work shall be undertaken in the absence of the archaeologist without his/her express consent. The archaeologist retained by the project to carry out the assessment shall consult with the Planning Authority in advance regarding the procedure to be adopted in the assessment.
- f) One hard copy and 1 digital copy in pdf format containing the results of the archaeological assessment shall be forwarded on completion to the Planning Authority. The Planning Authority (in consultation with the City Archaeologist and the National Monuments Service, Dept. of Housing, Local Government and Heritage, shall determine the further archaeological resolution of the site.
- g) The developer shall comply in full with any further archaeological requirement, including archaeological monitoring, and if necessary archaeological excavation and/or the preservation in situ of archaeological remains, which may negate the facilitation of all, or part of any basement.
- (h) Should archaeological excavation occur the following shall be submitted to the Planning Authority:
 - i) A bi weekly report on the archaeological excavation during the excavation and post excavation period.
 - ii) A preliminary report on the archaeological excavation not later than four weeks after the completion of the excavation.
 - iii) A final report on the archaeological excavations not later than twelve months after the completion of the excavation
- (i) Before any site works commence the developer shall agree the foundation layout with the Planning Authority.
- (j) Following submission of the final report to the Planning Authority, where archaeological material is shown to be present the archaeological paper archive shall be compiled in accordance with the procedures detailed in the Dublin City Archaeological Archive Guidelines (2008 Dublin City Council), and lodged with the Dublin City Library and Archive, 138-144 Pearse Street, Dublin 2

5. Transportation Planning Division:

- a) Prior to the commencement of development, full details of all potential works to the public road and the public realm, shall be agreed in writing with the Planning Authority. Materials shall be in accordance with the document Construction Standards for Roads and Street Works in Dublin City Council.
- b) Any works to the public road and the public realm including areas to be taken in charge shall be agreed with the Planning Authority and carried out at the applicant/developers own expense. No part of a building shall overhang, above or under any areas to be taken in charge by the Road Maintenance Services, unless otherwise agreed in writing.
- c) Prior to commencement of development, and on appointment of a demolition contractor, **a Demolition Management Plan** shall be submitted to the planning authority for written agreement. This plan shall provide details of intended demolition practice for the development, including detailed traffic management, hours of working, noise and dust management measures and off-site disposal of demolition waste and access arrangements for labour, plant and materials, including location of plant and

machine compound. The Demolition Traffic Management Plan shall seek to minimise impact on the public road and potential conflict with pedestrians, cyclists and public transport. The DTMP shall take cognisance of the presence of a school adjacent to the site and shall seek to minimise and prevent where possible construction traffic movements at school arrival and departure times. The appointed contractor shall liaise with DCC Road Works Control Division during the demolition period.

- d) Prior to commencement of development, and on appointment of a main contractor, a **Construction Management Plan** shall be submitted to the planning authority for written agreement. This plan shall provide details of intended construction practice for the development, including traffic management, hours of working, noise and dust management measures and off-site disposal of construction waste and access arrangements for labour, plant and materials, including location of plant and machine compound. The Construction Traffic Management Plan shall seek to minimise impact on the public road and potential conflict with pedestrians, cyclists and public transport. The CMP shall also take cognisance of the presence of a school adjacent to the site and shall seek to minimise and prevent where possible construction traffic movements at school arrival and departure times. The appointed contractor shall liaise with DCC Road Works Control Division during construction period.

6. Drainage Planning and Development Control Division:

- a) The drainage for the proposed development shall be designed on a completely separate foul and surface water system with a combined final connection into Uisce Éireann's combined sewer system.
- b) Surface water runoff from this development must be attenuated to 2 l/s.
- c) The development shall incorporate Sustainable Drainage Systems (SuDS) in the management of surface water. The SuDS measures outlined in the IDOM Drainage Strategy report, dated 04.08.23, including the rainwater harvesting system, permeable paving and green roofs shall be implemented in full. Details of infiltration rates, along with full design details for the SuDS devices shall be submitted for agreement with the DPPDC section prior to the commencement of construction.
- d) To minimise the risk of basement flooding, all internal basement drainage must be lifted, via pumping, to a maximum depth of 1.5 metres below ground level before being discharged by gravity from the site to the public sewer.
- e) Permanent discharge of groundwater to the drainage network is not permitted.
- f) Discharge of groundwater to the public drainage network may be permitted during construction subject to a trade effluent discharge license being obtained from the responsible sanitary and/or local authority as required by the Local Government (Water Pollution) Acts, 1977 and 1990. Please note, Uisce Éireann is the sanitary authority responsible for the foul and combined drainage network. Dublin City Council is the local authority responsible for the surface water drainage network.
- g) There shall be no discharge of trade effluent to waters (including groundwater) or sewers except where a licence is granted by the responsible sanitary and/or local authority as required by the Local Government (Water Pollution) Acts, 1977 and 1990.
- h) The outfall surface water manhole and the outfall pipe from this development must be constructed in accordance with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0. The outfall manhole shall be located within the final site boundary.
- i) All private drainage infrastructure such as, downpipes, gullies, manholes, Armstrong junctions, etc. shall be located within the final site boundary. Private drainage infrastructure is not permitted in public areas, or areas intended to be taken in charge.
- j) Full details of any drainage works required to facilitate the upgrade of existing public footpaths and carriageways (relocation of existing gullies, installation of new gullies,

etc.) shall be agreed with the DPPDC section prior to commencement of the development.

7. Parks, Biodiversity & Landscape Services Division:

(a) The applicant shall retain the professional services of a qualified Landscape Architect as a Landscape Consultant throughout the life of the site development works. The landscape scheme accompanying the application as amended below, should be implemented fully in the first planting season following completion of the development or completion of any phase of the development, and any vegetation which dies or is removed within 3 years of planting shall be replaced in the first planting season thereafter. The landscape scheme shall have regard to the Guidelines for Open Space Development and Taking in Charge and shall include:

- i) Removal of all Japanese knotweed/Invasive species under licence, under the supervision of the applicant's ecologist and in full compliance to regulations
- ii) Inclusion of external seating in public realm areas including 50% with arm and backrests
- iii) Inclusion of weather covers to 50% of external bicycle stands

(b) Recommendations contained within the Bat & Bird Survey Report (Dated August 2023) shall be implemented in full. A schedule of the recommended measures and details of their locations shall be submitted to the planning authority for approval during the detail design of the permitted scheme.

8. Air Quality Monitoring & Noise Control Unit:

Any alarm fitted should be in accordance I.S. EN 50131

The Area Committee as appropriate were informed of the initiation of the Part 8 planning process for the proposed development and the recommendation of the Planning Department at its meetings on the 11th July 2023 and 9th January 2024 respectively.

Dalymount Park Redevelopment Project is included in Dublin City Councils Capital Programme 2024-27. The construction programme is 20 months and the stadium in operation for the 2027 League of Ireland season.

Accordingly, it is recommended that a decision be made by Elected Members of the Council to proceed with the proposed development.

This report is submitted to the City Council pursuant to Section 179 of the Planning and Development Act, 2000 (as amended).

Resolution:

That Dublin City Council notes the contents of Report No. 40/2024 and hereby approves the contents therein

Anthony Flynn
A/Assistant Chief Executive
9th January 2024

Appendix A

Consultees and Third Party Submissions/Observations

Consultees

National Transport Authority (NTA), Head of Planning and Data Analysis, Harcourt Lane, Dublin, D02 WT20

Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8, DO8YFF1

Irish Water, Colvill House, 24 - 26, Talbot Street, Dublin 1

Department of Housing, Local Government and Heritage, Government Offices, Newtown Road, Wexford, Co. Wexford, Y35 AP90.

Irish Rail, Pearse Street Station, Westland Row, Dublin 2

An Taisce: Tailors Hall, Back Lane, Dublin 8

The Heritage Council, Church Lane, Kilkenny City, Co. Kilkenny

An Chomhairle Ealaíon, 70, Merrion Square, Dublin 2

Failte Ireland, 88-95, Amiens Street, Dublin 1

Third Party Observations

	<u>Name</u>
1	Jonathan Fitzell
2	Declan Farrell
3	Cliff Henry
4	Thomas Hynes
5	Youlanda Kelly
6	Youlanda Blake
7	Gerardo Kelly
8	Youlanda Kelly
9	Sandra Velthuis
10	Greg Kelly
11	Tina Robinson
12	Des Gunning
13	Marian Fitzpatrick
14	Ian Alvey
15	Gerard Claffey
16	Kilian Smith
17	Marie Sherlock
18	Tom Hunt
19	Joseph Wheatley
20	John McDaid
21	Carol Drury o.b.o. Cabra Park Residents Assoc.

GENERAL NOTES:

- All dimensions are in millimeters. Vertical level in meters are referenced to MSL, datum unless noted.
- All Architecture drawings to be read in conjunction with relevant specifications, Structural Engineer's drawings, and other documents forming part of the contract. Any discrepancies between graphic and written information must be immediately reported to the architect in writing.

GENERAL LEGEND:

- Proposed Site Application Boundary (s.c., z.39(A))
- Land in ownership or control of Dublin City Council
- This drawing incorporates information from the topographic surveys undertaken by AEGS Surveys on 19/03/2021, 22/03/2021, 05/04/2021 and 08/04/2021. The topographic information is based on the National Grid datum with the datum number 466543983 SYSTEM Irish Transverse Mercator DATUM: Irish High (OSM15)

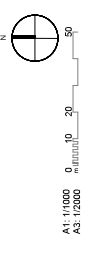
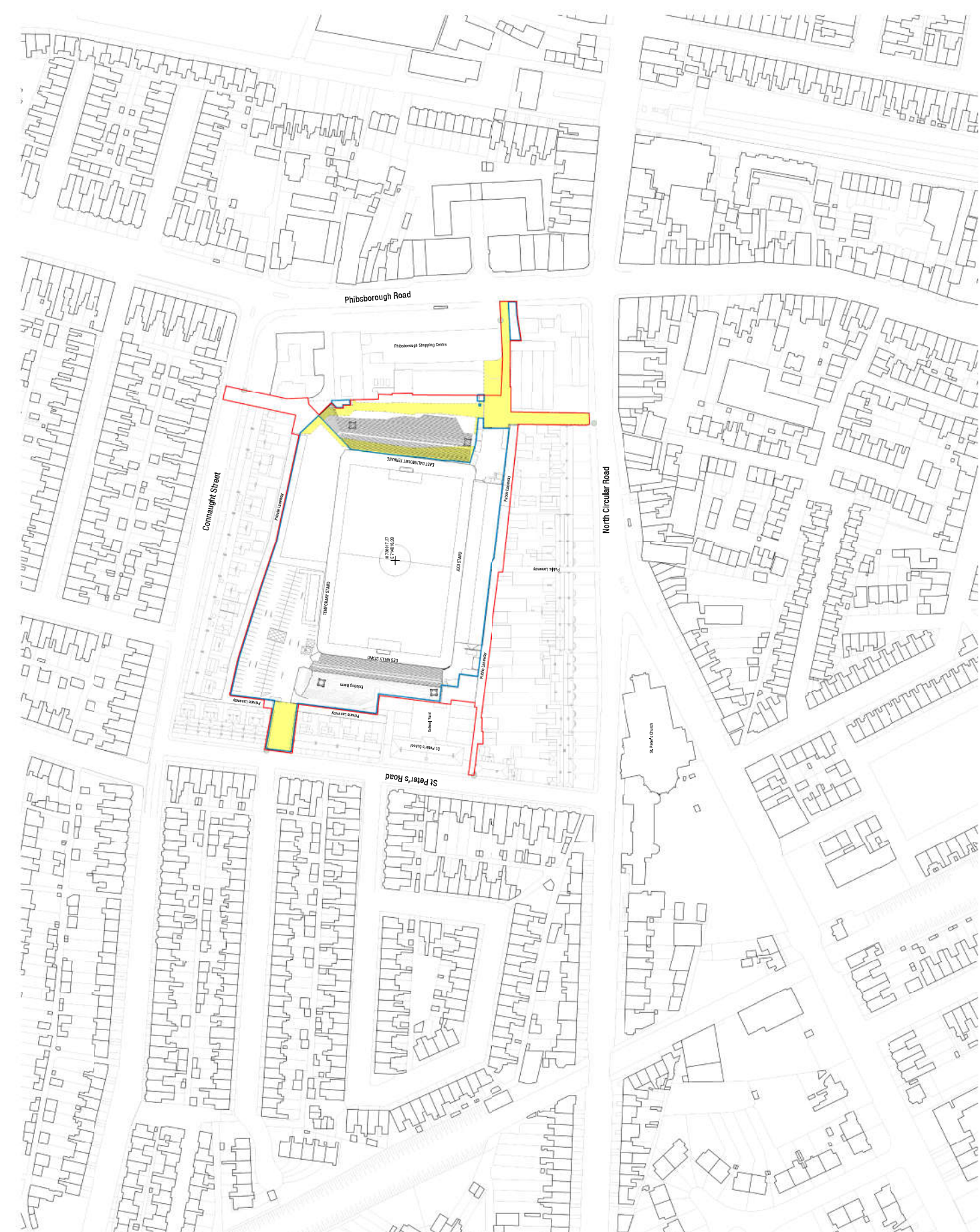
The base of this drawing is based on the following OS Map
 Corresponding OS Sheet Number: 3197 - 19
 ©2021 Ordnance Survey

SITE INFORMATION/LEGEND:

- Location of Site Notes
- Waymarks

COORDINATES:

OSN 615015685
 Easting: 149063
 X (OSM15) 314676 Y (OSM15) 269593
 Latitude: 53.3179 Longitude: -6.2770
 X (UTM) 681235 Y (UTM) 591588



Scale	Scale	Scale	Scale
A1: 1:1000	A2: 1:2000	A3: 1:2000	A4: 1:2000

Comhairle Cathrach
 Bhaile Átha Cliath
 Dublin City Council

Dalymount Park
 Stadium Redevelopment

Project Name
 Drawing No. 102005-104-004-A100-004-23-ZZ
 Status SA
 Date 016

Date	By	Check	Scale	Status
01/06/2023	AA	VB	SA	016

ARCHITECTS & ENGINEERS
IDOM
 GILROYMCMAHON

GENERAL NOTES:

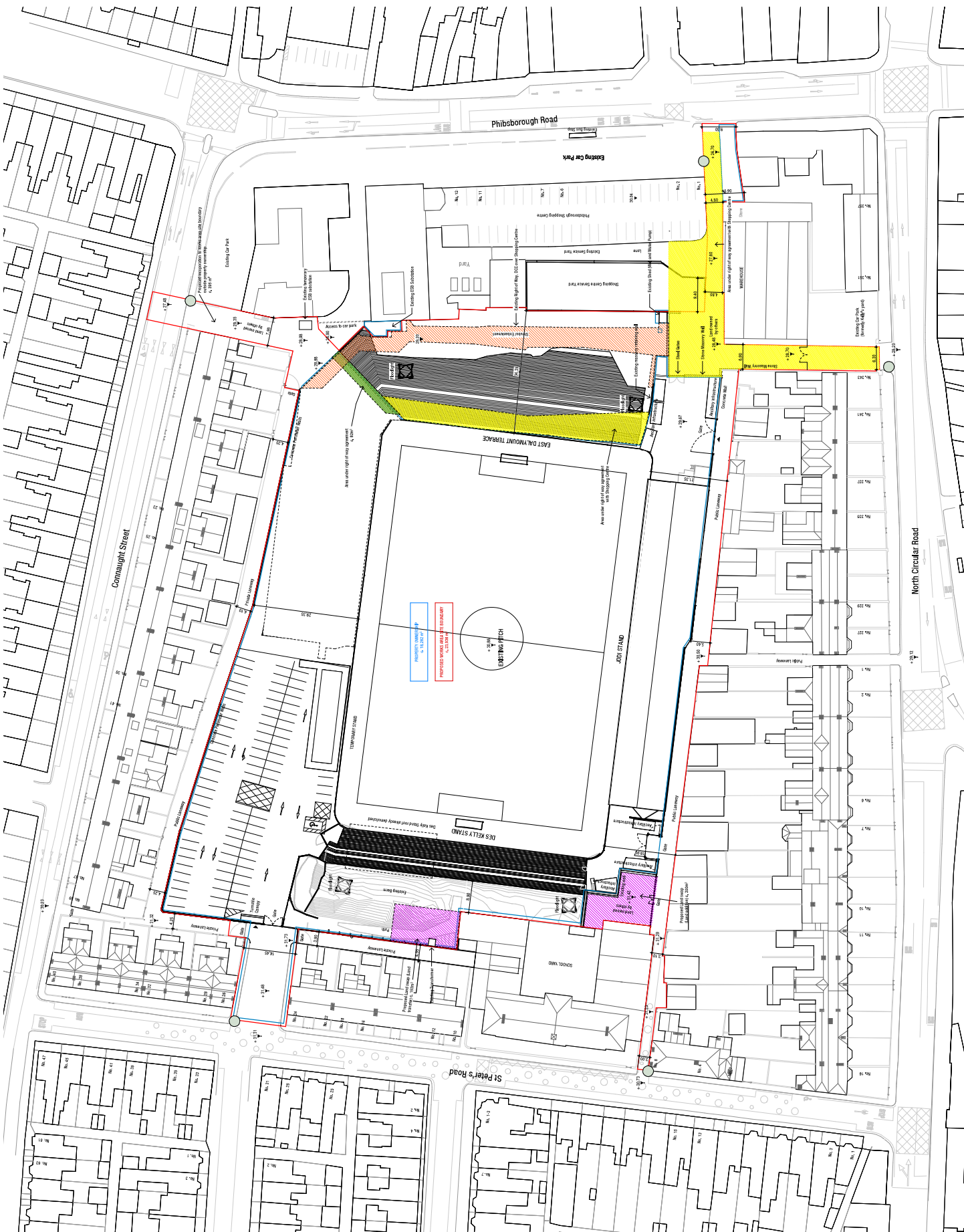
- All dimensions are in millimeters. Vertical levels in meters are referenced to RL, unless noted.
- All architectural drawings to be read in conjunction with relevant specifications, Structural Engineer's drawings, etc.
- Any discrepancies between graphic and written information must be immediately reported to the architect in writing.

GENERAL LEGEND:

- Proposed Site Application Boundary (c. 239A)
 - Land in ownership or control of Dublin City Council
 - This drawing incorporates information from the topographic surveys undertaken by JPS Surveys on 18/03/2021, 20/03/2021, 23/03/2021, 24/03/2021, 25/03/2021, 26/03/2021, 29/03/2021, 30/03/2021, 01/04/2021, 02/04/2021, 05/04/2021, 06/04/2021, 07/04/2021, 08/04/2021, 09/04/2021, 12/04/2021, 13/04/2021, 14/04/2021, 15/04/2021, 16/04/2021, 19/04/2021, 20/04/2021, 21/04/2021, 22/04/2021, 23/04/2021, 26/04/2021, 27/04/2021, 28/04/2021, 29/04/2021, 30/04/2021, 03/05/2021, 04/05/2021, 05/05/2021, 06/05/2021, 07/05/2021, 10/05/2021, 11/05/2021, 12/05/2021, 13/05/2021, 14/05/2021, 17/05/2021, 18/05/2021, 19/05/2021, 20/05/2021, 21/05/2021, 24/05/2021, 25/05/2021, 26/05/2021, 27/05/2021, 28/05/2021, 31/05/2021, 01/06/2021, 02/06/2021, 03/06/2021, 04/06/2021, 07/06/2021, 08/06/2021, 09/06/2021, 10/06/2021, 14/06/2021, 15/06/2021, 16/06/2021, 17/06/2021, 21/06/2021, 22/06/2021, 23/06/2021, 24/06/2021, 27/06/2021, 28/06/2021, 29/06/2021, 30/06/2021, 03/07/2021, 04/07/2021, 05/07/2021, 06/07/2021, 07/07/2021, 08/07/2021, 09/07/2021, 12/07/2021, 13/07/2021, 14/07/2021, 15/07/2021, 16/07/2021, 19/07/2021, 20/07/2021, 21/07/2021, 22/07/2021, 23/07/2021, 26/07/2021, 27/07/2021, 28/07/2021, 29/07/2021, 30/07/2021, 03/08/2021, 04/08/2021, 05/08/2021, 06/08/2021, 07/08/2021, 10/08/2021, 11/08/2021, 12/08/2021, 13/08/2021, 14/08/2021, 17/08/2021, 18/08/2021, 19/08/2021, 20/08/2021, 21/08/2021, 24/08/2021, 25/08/2021, 26/08/2021, 27/08/2021, 28/08/2021, 29/08/2021, 30/08/2021, 03/09/2021, 04/09/2021, 05/09/2021, 06/09/2021, 07/09/2021, 10/09/2021, 11/09/2021, 12/09/2021, 13/09/2021, 14/09/2021, 17/09/2021, 18/09/2021, 19/09/2021, 20/09/2021, 21/09/2021, 24/09/2021, 25/09/2021, 26/09/2021, 27/09/2021, 28/09/2021, 29/09/2021, 30/09/2021, 03/10/2021, 04/10/2021, 05/10/2021, 06/10/2021, 07/10/2021, 10/10/2021, 11/10/2021, 12/10/2021, 13/10/2021, 14/10/2021, 17/10/2021, 18/10/2021, 19/10/2021, 20/10/2021, 21/10/2021, 24/10/2021, 25/10/2021, 26/10/2021, 27/10/2021, 28/10/2021, 29/10/2021, 30/10/2021, 03/11/2021, 04/11/2021, 05/11/2021, 06/11/2021, 07/11/2021, 10/11/2021, 11/11/2021, 12/11/2021, 13/11/2021, 14/11/2021, 17/11/2021, 18/11/2021, 19/11/2021, 20/11/2021, 21/11/2021, 24/11/2021, 25/11/2021, 26/11/2021, 27/11/2021, 28/11/2021, 29/11/2021, 30/11/2021, 03/12/2021, 04/12/2021, 05/12/2021, 06/12/2021, 07/12/2021, 10/12/2021, 11/12/2021, 12/12/2021, 13/12/2021, 14/12/2021, 17/12/2021, 18/12/2021, 19/12/2021, 20/12/2021, 21/12/2021, 24/12/2021, 25/12/2021, 26/12/2021, 27/12/2021, 28/12/2021, 29/12/2021, 30/12/2021.
 - MIH Heat (OSM15)
- The base of this drawing is based on the following OS Map
Reference:
Corresponding OS Sheet Number: 3397 - 19
©2021 Ordnance Survey

SITE INFORMATION LEGEND:

- Site Notice Location
- Proposed Land Use
- Existing Block of Way, Phisborough Shopping Centre to RDC
- Proposed Right of Way, Phisborough Shopping Centre to RDC under Shopping Centre Agreement
- Proposed Right of Way, Phisborough Shopping Centre to RDC under Shopping Centre Agreement
- Shopping Centre under Shopping Centre Agreement



10001	10002	10003	10004	10005	10006	10007	10008	10009	10010
Date	Scale	Sheet	Author	Drawn	Checked	Reviewed	Approved	By	Date
02/10/2023	1:500	AA	AA	AA	AA	AA	AA	AA	AA

Comhairle Cathrach
Bhailte Atha Cliath
Dublin City Council

Project: Dalymount Park Stadium Redevelopment
Drawn: [Blank]

Land Owner Consent Plan
Drawn: [Blank]

Date	Sheet No.	Sheet Name	Author	Scale	Status	By	Date
02/10/2023	AA	AA	AA	1:500	Approved	AA	AA

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