

# Planning Statement

For the redevelopment of Dalymount Park,  
Phibsborough, Dublin 7.

on behalf of Dublin City Council.

September 2023



# Document Control Sheet

<b>Client</b>	Dublin City Council	
<b>Project Title</b>	Dalymount Park Redevelopment	
<b>Document Title</b>	Planning Statement	
<b>Document Comprises</b>	<b>Volumes</b>	A
	<b>Pages</b> (Including Cover)	54
	<b>Appendices</b>	-
<b>Prepared by</b>	Darragh Burke & Rachel Condon	
<b>Checked by</b>	Rachel Condon	
<b>Office of Issue</b>	Dublin	
<b>Document Information</b>	<b>Revision</b>	C
	<b>Status</b>	Final
	<b>Issue Date</b>	September 2023

**CORK**

6 Joyce House  
Barrack Square  
Ballincollig  
Cork  
P31 YX97

T. +353 (0)21 420 8710

**DUBLIN**

Kreston House  
Arran Court  
Arran Quay  
Dublin 7  
D07 K271

T. +353 (0)1 804 4477

[www.mhplanning.ie](http://www.mhplanning.ie)

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# 1. Introduction

McCutcheon Halley Planning Consultants have prepared this report on behalf of Dublin City Council, the Applicant, to accompany a Part VIII planning application for the proposed redevelopment of Dalymount Park Stadium, located in Phibsborough, Dublin 7 (the Site).

This application seeks permission for the demolition of the current stadium, development a new 8,034 capacity stadium with provision for approx. 6,240 seats and 1,794 standing. New modern floodlighting and the reorientation of the pitch to a north/south axis (105m x 68m) and installation of new sand-based grass pitch. The development also proposes the construction of a community facility (585 sq.m) to include a multi-functional community room and a community gym towards the north-eastern corner of the Site. A full description of the proposed development is set out in **Section 4** of this report.

The proposed redevelopment represents a significant investment in Dalymount Park Stadium which dates back to 1901 and has played a critical part of the social and cultural development of Phibsborough over the last 120 years. The upgrade works will safeguard the stadium as an asset into the future, while modernising available facilities consistent with the operational requirements of present-day stadiums. It will underpin the role of Dalymount Park Stadium as a key driver of economic development in the area.

The rationale for the proposed development is to bring forward a deteriorating stadium to not only facilitate exceptional sporting facilities but to also cater for the local community and visitors to the Phibsborough area. The Site is within the administrative area of Dublin City Council (DCC) and is governed by the Dublin City Development Plan 2022-2028, as well as national policy frameworks.

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.

The redevelopment of Dalymount Park will provide an entirely new stadium and football pitch, in addition to the proposed community facilities. The existing stadium will be demolished to create a brand-new four-sided stadium around a reorientated pitch on the preferred North/South axis. The proposal includes a new pedestrian street connecting North Circular Road and Connaught Street which will create a new shared public space. A new external concourse is provided outside the west stand and the east stand is positioned to offer as much area as possible for the public realm. The west stand is dedicated to stadium operations including player and officials' facilities and the club bar. The east stand provides new concessions facing the proposed public realm areas and the community facility. The club/shop/office is also proposed in this section of the Site.

This Planning Statement sets out the context for the development by providing the background to the proposals, including a description of the Site, its surroundings, the proposed development and relevant planning history and policy framework. It assesses the proposals against the identified policy framework and the key issues to set out the case that points to a grant of planning permission for the development.

## 2. Site Context

### 2.1 Surrounding Site Context

The Applicant, Dublin City Council, is applying for permission for development on lands located at Dalymount Park, Phibsborough, Dublin 7 on a Site of approx. 2.39 hectares. The Site is the home grounds for the Bohemian Football Club and has a current capacity of approx. 4,500 patrons.

The Site is operational as a football stadium and the existing infrastructure presently on site consists of a main, roofed stand (southern end) office, bars, storage rooms and an electrics room. The existing carpark is located in the north-west section of the Site. The majority of the Site is bounded by a large concrete wall, leaving little space for areas of public realm or community congregation.

Connaught Street no longer provides access to the northeast corner of the stadium via a lane located approximately 40m west of the junction with Phibsborough Road to facilitate the demolition of the Connaught Street stand. It should be noted that the Connaught Stand has been demolished as permitted under Plan. Ref 3038/21 and will be fully complete by early September 2023. The laneway from Connaught Street provides access to the adjoining Phibsborough Shopping Centre car park. Vehicular access to the Site is gained via St. Peters Road to provide access to the existing on-site carpark.

Dalymount Park is bounded by a private laneway to the north and a public laneway to the south, which provides access to the main Jodi stand. **Figure 1** provides the existing site conditions, as presently found.



Figure 1 - Existing Site Conditions and Access (Source: IDOM)



Phibsborough Road (the R108) runs in an N-S direction and bounds the Site towards its eastern side. Additionally, to being a well serviced bus route, it is also the central N-S arterial link to and from the city centre.

The Stadium is bounded by residential uses to the north and south; Phibsborough Shopping Centre to the east; and by St Peter's National School and residential uses to the west. The urban block is bound by Connaught Street to the north, Phibsborough Road to the east, North Circular Road to the south and St. Peter's Road to the west.

The historic village core of Phibsborough remains, which is largely characterised by 2- storey, redbrick-faced buildings dating from the Victorian period. To the southwest and northwest, the neighbouring properties are 2-storey Victorian period residential dwellings. A small portion of the Site, located to the south, is located within the Phibsborough Architectural Conservation Area (ACA), see **Figure 2** below which highlights the ACA area with green hatching. A small part of the Site (146sq.m) is located within the ACA. Limited works in terms of resurfacing this pedestrian access point is proposed in this location. 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).



Figure 2 - Site Zoning and location of ACA (Source: DCDP 2022-2028)

Phibsborough Shopping Centre is located immediately to the east of the Site, and it hosts a wide range of services including a large supermarket, clothes shops, restaurants, takeaways and pubs. It should also be noted that O'Connell Street and Henry Street provides a large array of services and is located approx. 15 minutes' walk time from the Site.

The wider Phibsborough area is served with a mix of services and land uses, including the Mater Hospital and Mountjoy Prison, as depicted in **Figure 3** below. In all directions surrounding the Site, there are established residential areas, while Phibsborough village provides a variety of businesses including retail, services, bars, cafés and restaurants.



**Figure 3 - Location of the Application Site in the context of the Wider Phibsborough Area (Google Maps, MHP Edit).**

Phibsborough Road and the North Circular Road are served by a variety of Dublin Bus routes including the No. 4, 9, 122, 38, 38a, 38b, 38d, 46a, 83a, 140 and the 155 servicing the city centre and the wider Dublin area. Furthermore, the Site is within 500m of 2 no. light rail stops, such as Cabra and Phibsborough Luas Stations.

It is anticipated that Phibsborough Road will be upgraded as part of the Bus Connects Core Route No. 3 serving Ballymun to the City Centre and the proposed Metro Link station of Glasnevin is proposed to create a new interchange with the Irish Rail Line which is within walking distance of the Site at Cross Guns Bridge.

Some other notable facilities within the wider Phibsborough area include Mountjoy Prison, the Mater Hospital and approx. 1km southwest of the Site is the recently constructed TU Dublin Grangegorman Campus.

## 2.2 Existing Dalymount Park Site

At present the stadium is shielded by the residential area which surrounds it. There is one key vehicular access point located in the northwest corner of the Site off St Peter's Road.

There are also key pedestrian access points located around the stadium comprising:

- Southeast corner of the Site accessed via the public laneway off St. Peters Road
- Southwest corner beside St Peters school, and
- Via the car park located within the north-western corner of the Site accessed off St. Peters Road.

Connaught Street facilitated pedestrian access to the stadium however this has been closed in recent times to cater for the demolition for the Connaught Street stand.

Please refer to **Figure 1** above for a graphical illustration of the current access routes to Dalymount Park.

The current site consists of the following facilities:

- The southern stand is known as the Jodi Stand. Redevelopment work was carried out in 1999 and the existing space comprises changing rooms, office space, function bar, players bar and sponsor's bar.
- The west stand is known as the Des Kelly Stand. Maintenance has been carried out on this structure, where the roof was removed for safety reasons. The stand remains in use to date.
- To the north there is an existing temporary stand located within the existing car park. The northern stand known as the Connaught Street Stand has recently been demolished pursuant to Plan. Ref 3038/21, which obtained planning permission in August 2021.
- A public carpark is located in the northwest corner of the Site which is currently managed by Nationwide Controlled Parking Systems Limited on behalf of Dublin City Council.
- Ancillary facilities such as changing rooms, floodlights, storage rooms and electrics room are also existing on the Site.



Figure 4 - View from the Northeast corner of the Connaught Street Stand (Source IDOM).



**Figure 5 - The eastern side of Dalymount Park which adjoins Phibsborough Shopping Centre (Google Images.ie).**

Set amongst the red-brick Victorian architecture which defines Phibsborough's materiality, the Dalymount Stadium redevelopment will respect its wider environment and integrate itself within its immediate surroundings, while maintaining its place in the iconic Phibsborough skyline.

### 2.2.2 Architectural Conservation Area

A small portion of the Site (146sq.m) is located within an 'Architectural Conservation Area' (ACA), Phibsborough Central Architectural Conservation Area, located to the south of the Site, off North Circular Road.

The Phibsborough Centre Architectural Conservation Area Report, adopted in November 2015, provides a character appraisal and policy framework for the area. As depicted in **Figure 2** above, a small portion of the Site is located within the Phibsborough Central ACA. It is not anticipated that impacts to the ACA will occur as a result of the proposed development. The area of the Site located within the ACA will facilitate pedestrian access and totals 146sq.m. As a result, an improvement will occur given the pavement in this location will be upgraded from the existing situation, which is currently in disrepair, as represented in **Figure 22** below.

### 2.2.3 Land Ownership

**Figure 6** below highlights the various property ownership contained within the Site boundary. The proposed area for the development of the new stadium comprises areas within the property ownership boundary, and also extends to surrounding areas to include:

- Land swap with the Orsigny Ltd. (Vincentian Order) - This agreement aims to incorporate a small piece of land to the southeast of the Site in exchange for a similar size piece of land located to the north of the school. This will allow for uninterrupted circulation around the proposed stadium and will allow for a future extension of the school.
- lands in the control of Phibsborough Shopping Centre Ltd - specifically lands located to the east of Phibsborough Shopping

Centre Service Yard, the entry-point from North Circular Road to the east of Kelly's Yard and the entry-point from Phibsborough Road to the south of Phibsborough Shopping Centre Car Park. Under agreement with DCC and Phibsborough Shopping Centre, existing and proposed rights of way are facilitated by Phibsborough Shopping Centre to DCC.

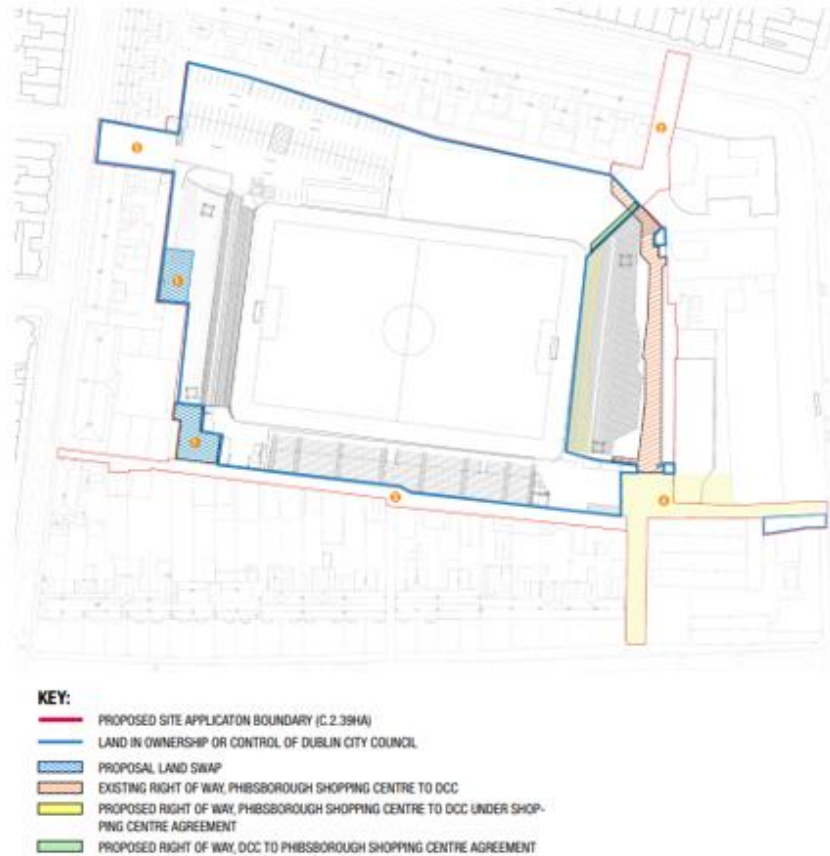


Figure 6 - Land Ownership (Source IDOM).

### 3. Planning History

A planning history has been carried out using Dublin City Council's online planning search. There is a history of planning applications associated with both the development site and adjoining retail and residential areas. A recent grant of planning permission to demolish the disused Connaught Street Stand which applies to a section of the Dalymount Stadium has been implemented and the demolition has been complete, as per Plan. Ref 3038/21.

An examination of the planning history of the subject site and surroundings is presented in **Table 1** below.

<b>1. Plan. Ref ABP 310686 (DCC Ref: 3391/20)</b>	
<p><b>Address: 146-147 Phibsborough Road &amp; 10 Eglinton Terrace, Dublin 7</b></p> <p>Demolition of mixed-use buildings and a derelict dwelling. Construction of mixed-use development, consisting of a restaurant &amp; cafe, 17 apartments in 2 buildings and also consists of 2 townhouses.</p>	<p>Grant Permission on 13<sup>th</sup> December 2021</p>
<b>2. Plan. Ref 3038/21</b>	
<p><b>Address: Dalymount Park, Phibsborough, Dublin 7.</b></p> <p>The proposed demolition of the disused Connaught Street Stand at Dalymount Park, Phibsborough, Dublin 7 and associated site clearance. The area is to be left clear of debris and finished to the same level of the existing car park. No new construction works are proposed at this time, other than those necessary to secure the site and provide new services. These include connection for temporary commentary box along with emergency lighting. The foundations of the stand will be removed, and all services will be removed insofar as this is practicable.</p> <p>The Local Authority has concluded following a preliminary examination that there is no real likelihood of the proposed development having significant effects on the environment and therefore an EIA is not required.</p>	<p>City Council Approved 20<sup>th</sup> August 2021</p>
<b>3. Plan. Ref ABP 309345-21</b>	
<p><b>Address: Old Bakery Site, also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7</b></p> <p>The development will consist of the demolition of the existing buildings on site and the construction of a Build to Rent (BTR) residential scheme comprising:</p> <p>205 no. apartments within 3 no. blocks ranging in height up to 12 storeys.</p>	<p>Granted 3<sup>rd</sup> of June 2021 (currently subject to Judicial Review (JR)).</p>

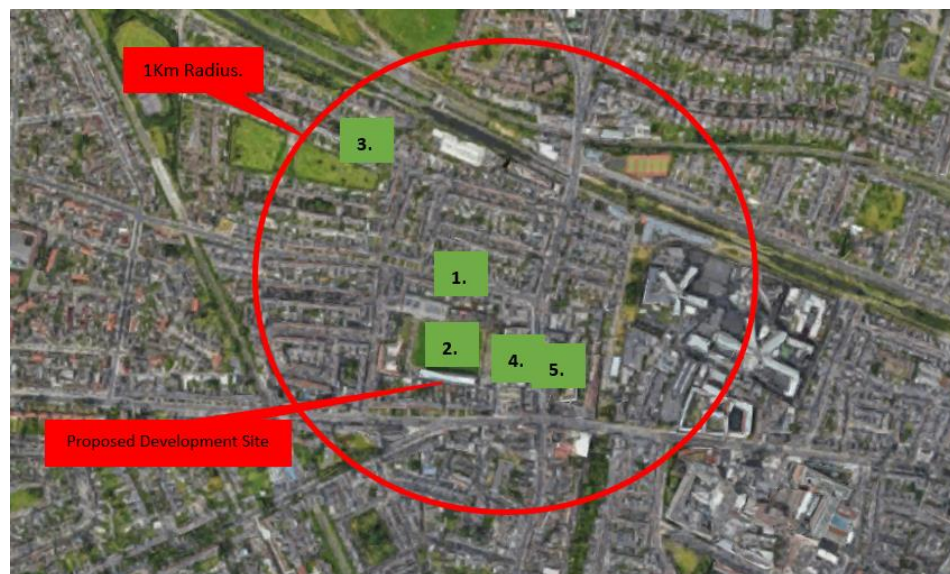
<p>A new café/ retail unit area, and public plaza to the east of the site.</p> <p>The apartment mix will comprise 55 no. studios, 85 no. 1-bed, and 65 no. 2 bed apartments along with internal residential amenity space (located in block C at ground and top floor levels and including gym, lounge, shared workspaces, parcel store, reception,). All apartments with balconies/ terraces facing north/ south/east/ west. Communal open space will be provided on the top floor of each block and at the ground floor level.</p> <p>Provision of 29 no. car parking spaces (20 no. at basement and 9 no. at surface); 272 no. residential bicycle parking spaces along with a further 72 no. visitor surface parking spaces.</p> <p>Vehicular and pedestrian connection via Phibsborough Road with two additional pedestrian accesses to be provided along the Royal Canal to the north (necessitating alterations to the existing boundary wall).</p> <p>- All associated site development works and services provisions including bin storage areas, substations, plant rooms, boundary treatments and landscaping.</p>	
<b>4. Plan. Ref ABP-308875</b>	
<p><b>Address: Phibsborough Shopping Centre and 345-349 North Circular Road, Dublin 7.</b></p> <p>The proposed development consists of alterations to the permitted development, as permitted under DCC Reg. Ref.: <b>2628/17</b>, ABP Reg. Ref.: ABP-300241-17, which included student accommodation, to now consist of the development of Build To Rent Shared Accommodation and other minor alterations to the permitted development. The proposed alterations include:</p> <p><b>Alteration to the permitted 341 bed student accommodation scheme, in permitted Blocks A and B, to accommodate a 321-bed shared accommodation scheme. This alteration includes a reconfiguration of the two number student accommodation blocks as follows:</b></p> <ul style="list-style-type: none"> <li>• Omission of the permitted basement of the permitted student accommodation development.</li> <li>• Alteration of the permitted Ground, First and Second Floor spaces to contain 518 sq.m Communal Amenity Space, Reception, Waste Storage, Bikes Store, Plant, Laundry Facilities, Storage, and Office Space associated with the Shared Accommodation.</li> <li>• Alteration of the permitted third to seventh floors from 341 student bedspaces, set out in clusters, to 321 shared accommodation bedspaces, set out in 303 single occupancy units and 4 cluster units containing a total of 18 bedspaces.</li> </ul>	<p>Granted</p> <p>12<sup>th</sup> April 2021.</p> <p>Application due to lapse in October 2023.</p>

- Introduction of c.1,130 sq.m of shared amenity spaces to include kitchen and living areas, dispersed across the third to seventh floors.
  - Introduction of external roof terraces in both blocks on the sixth floor fronting on to Phibsborough Road with a combined total of c. 156sq.m, introduction of roof terraces centrally located at seventh floor in both blocks to provide a total of c.256 sq.m communal amenity space, and redesign of permitted external central amenity spaces located at second floor.
  - Increase in height of the permitted building by c. 2m to allow for raised ground level. There are no additional floors proposed. The width of the accommodation blocks have also increased by c. 2m to allow for larger bedrooms.
  - Overall increase in floorspace of c.1,079 sq.m from c.11,156 sq.m permitted to c.12,235sq. m.
- (2) Minor alterations to the permitted civic plaza as a result of proposed raised ground level- this includes removal of permitted steps as conditioned by An Bord Pleanála under Condition 4 of ABP-300241-17.
- (3) Alterations to permitted Units A1 and A2, onto the civic plaza, as a result of the alterations to the accommodation blocks. These alterations result in an increase in retail area of Unit A1 from c.662 sq.m to c.747 sq.m, and a reduction in restaurant/café area of Unit A2 from c.511 sq.m to c.370 sq.m. Overall reduction in retail/restaurant/café space of c.110 sq.m in Blocks A and B.
- (4) Alterations to Block C, to the south of the plaza, and a subsequent reduction in Restaurant/Cafe Unit A4 of c.16 sq.m and permitted Office Floorspace of c.61 sq.m as a result of minor setback of the building at ground and first floor levels.
- (5) Alterations to the permitted amendments to the existing Shopping Centre to include:
- It is proposed to retain part of Unit 1 (previously permitted to be demolished) to facilitate the retention of the rooftop parking. This unit, when amalgamated with Unit 2 results in a minor increase of c.63sq.m.
  - Removal of the permitted new staircase from ground level to first floor level serving both the existing car park and the existing office tower. It is proposed to retain this space, Retail Unit 12, as it currently is with a floorspace of c.80sq. m.
- (6) The inclusion of a new sub-station in the permitted Block C (no resulting change in the building footprint or elevations).
- (7) The proposed development of PV panels at roof level of Block A with a total area of c.175 sq.m.



<p>(8) The proposed alterations also include for resulting alterations to permitted hard and soft landscaping, boundary treatments, signage, façade and all ancillary site and development works.</p> <p>(9) Overall increase in floorspace of 998 sq.m from c.22,574 sq.m permitted to c.23,572sq.m.</p>	
<p><b>5. Plan. Ref 2628/17</b></p>	
<p><b>Address: Phibsborough Shopping Centre and 345-349 North Circular Road, Dublin 7</b></p> <p>PERMISSION &amp; RETENTION PERMISSION: Planning permission and retention for development at a site of 0.969 ha. at Phibsborough Shopping Centre and 345-349 North Circular Road, Dublin 7. The site is bounded by North Circular Road to the South, Connaught St to the North, Dalymount Park to the West and Phibsborough Road to the East. The development consists of 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 &amp; 17 of the existing Shopping Centre.</p>	<p>Grant permission on the 2<sup>nd</sup> August 2018.</p>

**Table 1 - Planning history of the Site and surrounds**



**Figure 7 - Proximity of Plans and Projects proximate to Subject Site (Source: Google Maps, MHP Edit)**

The proposed demolition of the disused Connaught Street Stand at Dalymount Park was approved by the City Council on the 20th of August 2021 (**Plan. Ref 3038/21**). Demolition works commenced on the Site and they have recently been completed. The area is to be left clear of debris and finished to

the same level of the existing car park. The demolition has been completed ahead of the development proposed as part of this application and as a result there is no likelihood of cumulative impacts.

Permission for the redevelopment of the Phibsborough shopping centre as permitted under **Plan. Ref 2628/17** was sought in September 2017. The planning application intended to demolish part of the existing site and build an extension with retail units, office space, a civic plaza and 341 student accommodation beds. The granted planning permission has an expiration date of October 2023.

Planning permission was then obtained from An Bord Pleanála alter the proposed use from student accommodation to 297 BTR co-living spaces. Given this use is now prohibited since December 2020, an extension of duration cannot be sought, and it is understood that at the time of writing this report works have not commenced. As a result, it may be reasonably assumed that the development cannot be delivered prior to the expiration date of October 2023.

## 4. Proposed Development

### 4.1 Development Description

The proposed works consist 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 585 sq.m over two floors to include a multi-functional community room and a community gym;
- x. The provision of a public plaza and public thoroughfare along the eastern boundary connecting North Circular Road and Connaught Street to include various eateries; and
- xi. All associated plant, substation, waste storage, landscaping, boundary treatment, lighting and all ancillary site works to facilitate the proposed development.

This application seeks permission for the demolition of the existing Dalymount Park stadium, and construction of a new football stadium with an increased capacity to facilitate a total of 8,066 persons. The development also includes the reorientation of the pitch from the existing east-west orientation to a north-south layout. The pitch will be a sand based natural grassed pitch with dimensions of 105m x 68m. The stadium will meet the UEFA Category 3 and FAI Category 3 regulations.

The stadium will cater for seating of approximately 6,240 patrons and a terrace which will facilitate approx. 1,794 standing patrons. The proposal also includes the construction of a two-storey community facility in the north-eastern corner of the Site which includes a gym on the ground floor and the multi-purpose room and associated facilities on the second level. See **Figures 8 & 9** below outline the proposed Site Plan and Ground Floor Plan of the proposed development.

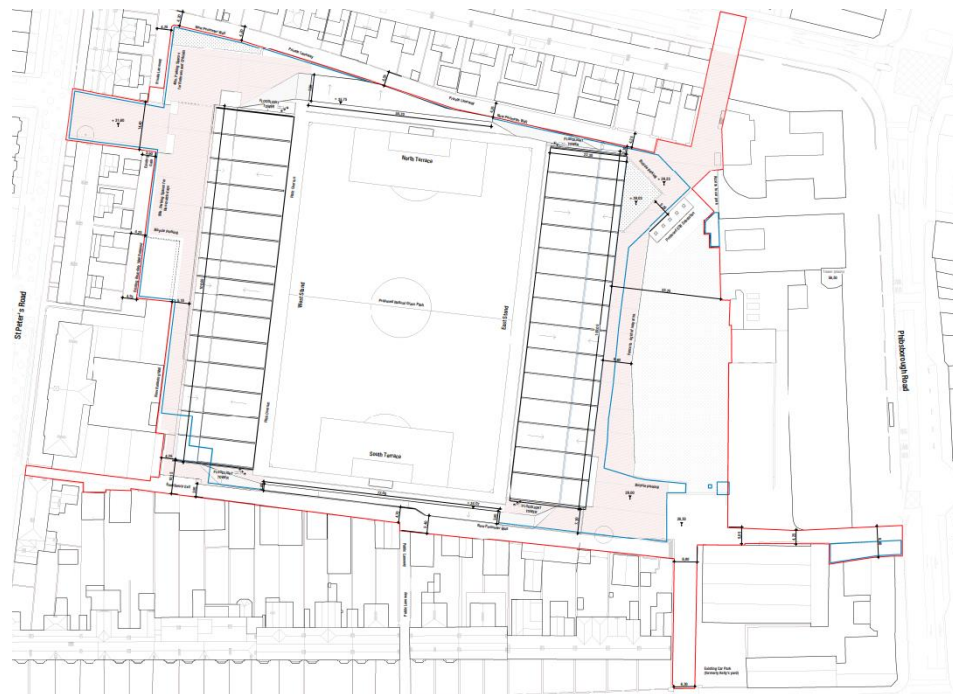


Figure 8 – Proposed Site Plan (Source: IDOM & Gilroy McMahon Architects)



## 4.2 Site Layout

In summary, the design resolution consists 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).

### 4.2.4 Ground Floor Plan

To the east, the community facilities become the front face of the entrance to the public realm space from Connaught Street. A concourse with concessions and toilets populates the majority of the eastern public realm area within the access gates. Sufficient open space areas are provided within and external to the access gate areas to cater for enhanced manoeuvrability and wayfinding through the Site.

The ground floor accommodates covered concourses, toilet facilities and concession food and beverage units. The WC facilities are arranged below the seating stands also.

Within the east stand, both the club facilities (office and merchandise shop) and the community facility have direct access from the new public pedestrian route.

The Southern and Northern sides of the stadium are closed by the terraces for standing patrons, both protected by a lightweight canopy. These are designed to function independently from the main stands and include the provision of separate toilets and concessions.

To the west, competition areas and VIP access is obtained via external ramped landscaping at pitch level. Access to the competition areas is provided by stair and lift cores, as well as providing access to the VIP bar at first floor level.

All areas of the stadium are enclosed by security screens and access to these areas is via security gates and turnstiles. The construction and appearance of these security screens varies on the four sides.

Please refer to **Drawing No. 102025-IDO-DR-A-2001-00-ZZ** and the **Access and Design Statement** prepared by IDOM & Gilroy McMahon, for further details regarding the proposed ground floor uses.

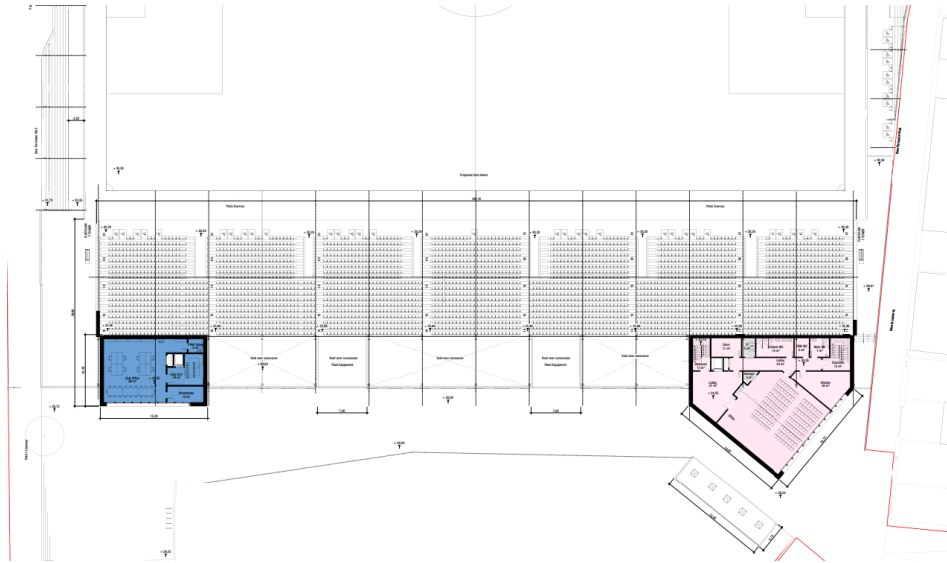


**Figure 10 - Ground Floor Plan of Proposed Development (Source: IDOM & Gilroy McMahon Architects)**

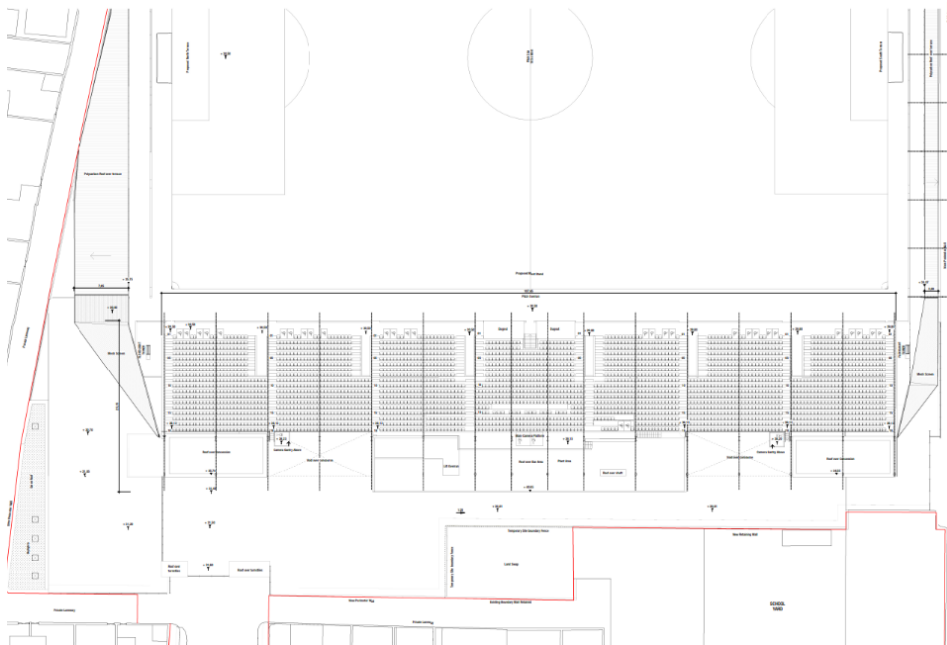
#### 4.2.5 First Floor Plan

The main stand (west stand) will provide Media and VIP seats, as well as numerous TV camera positions, which will be provided within gantries at a higher level of the two main stands. The club bar, toilets and stadium control room will also be facilitated at this level. The bar will feature views across the Dalymount pitch and is accessible via the most centrally located section of the terrace.

The stand proposed to the east, includes the provision of the club offices above the club/merchandise shop, located to the south. To the north of the eastern elevation, the first floor of the community facilities caters for a multi-function community space and associated kitchen and toilet facilities. The concession units of the east stand are to be accessible from the new street to provide activity on non-event days and to create an active frontage.



**Figure 11 - First Floor - East Stand (Source: IDOM & Gilroy McMahon)**



**Figure 12 First Floor - West Stand (Source: IDOM & Gilroy McMahon)**

Please refer to **Drawing No. 102025-IDO-DR-A-2102-10-02** & **Drawing No. 102025-IDO-DR-A-2001-10-ZZ** prepared by Idom and Gilroy McMahon for further details regarding the proposed first floor uses regarding the east and west stands.

#### **4.2.6 North and South Terraces**

The north and south stands are proposed as standing terraces and will cater for approximately 1,794 patrons across both stands. These spaces are proposed to function independently from the main east and west stands. Barriers will be added in the developed design, which will enhance the safety and comfort of patrons within these designated terraces.

#### 4.2.7 Competition Area Plan

The proposal includes the provision of a semi-basement level (622 sq.m) which includes all competition areas. These are proposed to be segregated from public access and are accessed via two vertical circulation cores which include direct access to the proposed playing field. It is proposed to include the following areas within the competition area:

- Team changing rooms, with showers, separate toilets and all associated sports changing room facilities such as individual lockers and clothes hanging facilities;
- Medical room to be fitted with all associated accessories;
- Physiotherapy room to be fitted with all associated accessories;
- Referees room;
- Team officials' room;
- Delegate room; and
- Associated stadium rooms

#### 4.2.8 Accessibility

To provide adequate access, the proposal reserves c. 78 positions for people with reduced mobility. These are evenly distributed at the front of each seated stand and are reached via level access routes. It should be noted that the accessible toilet arrangement is below the seating stands. These spaces are evenly distributed at the front of each seated stand and can be reached via level access routes. Please see the **Access and Design Statement** for further detail in this regard.

#### 4.2.9 Community Facilities

The proposed development incorporates a c. 585sq.m community facility which is to be located towards the north-eastern section of the Site, and is proposed to be self-contained, with independent access and circulation offered. As outline previously, a gym and associated facilities are located on the ground floor and the multi-purpose room is located on the first floor.





Figure 13 – Plan and Section of Community Facility (Source: IDOM & Gilroy McMahon Architects).

#### 4.2.10 Non-Match Day Use

One of the key aspects considered as part of the initial design of the proposal was the need to maximise the public realm surrounding the stadium on match days, and to allow for through site links, the various eateries and the community facilities to be used on non-match days. The eateries located along the eastern boundary may propose to cater for speciality hot food such as pies, hot dogs, chips, sandwiches, tea/coffee, beers and sweets etc. The VIP bar, located on the first floor is also open to the club members on non-match days and for specific private events.

The merchandise shop, club offices and eateries are accessed directly from the new connecting street between North Circular Road and Connaught Street. The community facilities are independently accessed on both match and non-match days. The VIP bar is accessed via the St Peter's Road entrance.

### 4.3 Access

In terms of access for fans, the strategy of separating the access routes and the seating/ facilities areas dedicated to the away team fans from the home team fans has been proposed.

North Circular Road, located to the south of the stadium site, proposes to facilitate access to the southern part of the stadium via a lane located to the west of the North Circular Road and Phibsborough Road intersection.

Connaught Street is located to the north of the Site and pedestrian access will be catered for via this access. Emergency service vehicles have access along the proposed street along the east stand, which is otherwise banned to general traffic.

Limited vehicular access is planned to the north-west corner of the Site for authorised users including staff parking, players coach drop-off, media broadcast units and deliveries/waste collection units. Pedestrian access to both the west stand and north terrace is gained from this entrance also.

The northwest access to the Site will cater for vehicular access for player buses and car parking areas for media personnel and other stadium personnel. Vehicular access to the pitch is proposed to cater for emergency vehicles and pitch maintenance.

The design proposal considers that away fans will approach the stadium from Connaught street, on the northeast corner of the Site. To ease the away fan movements around the stadium, the possibility to use the north laneway to access the north stand is to be explored.

Cycle parking for general public is provided on the southeast access and next to the Community Facility (northeast). Additional cycle parking is provided along the western boundary, in proximity to the vehicular access point off St Peter's Road.

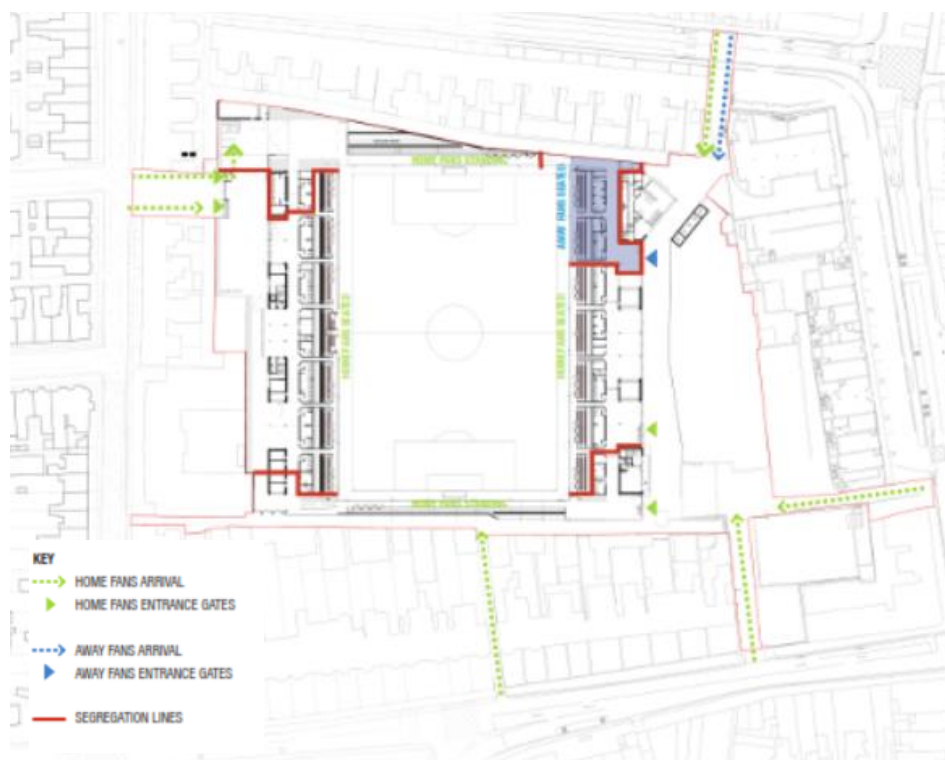


Figure 14 - General access arrangements for Fans (Source: IDOM & Gilroy McMahon)

#### 4.4 Detailed Design

As outlined within the **Architectural Drawings** prepared by IDOM and Gilroy McMahon Architects, the existing Dalymount Park stands, terraces, floodlight towers, grass pitch and ancillary buildings will be demolished as part of the proposal and the Site will be cleared and levelled to cater for the proposed stadium redevelopment.

The development includes the reorientation of the playing field to provide a north south orientation, associated seating stands and standing terraces, community facility to include a multi-purpose room and gym and all associated stadium facilities and ancillary services. The reorientation of the pitch layout will provide more comfortable playing conditions for players as the north south orientation will result in enhanced playing conditions.

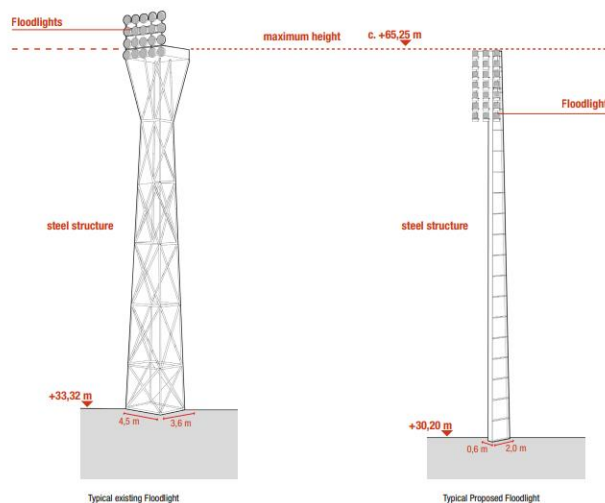
It is noted that the demolition of the Connaught Avenue Stand was subject of a separate planning permission (Plan. Ref 3038/21) and demolition of this stand has recently been completed. An existing temporary commentary box which is located in the northwest corner of the stand is still used during matches and this service is to be retained. The remainder of the existing Dalymount stadium remains in place and is subject to this planning application.

The design has been optimised to minimise the requirement for mechanical ventilation. The competition areas and the VIP room/Club bar are to include

mechanical ventilation. The rest of the spaces, such as toilets and concourses, are to be naturally ventilated.

The iconic floodlights of Dalymount Park have long been a key part of the area's skyline. They indicate the existence of the stadium in a predominantly residential location. The floodlights, along with the spire of St. Peter's Roman Catholic Church, break the horizontality of the residential roofs which form the immediate context and dominate the smaller surrounding scale. Whilst the existing flood lights are proposed to be removed, the proposed floodlights will provide similar heights that will continue to define the Phibsborough skyline much like the original trellis pylon lights.

Notably, the existing pylons vary in height based on the levels of the Site. The proposed lights will vary slightly also however the overall levels will remain at a lower level than the typical existing flood lights, as depicted in **Figure 15** below.



**Figure 15 - Existing Vs Proposed Floodlights (Source: IDOM & Gilroy McMahon)**

Therefore, the proposed floodlights will result in a reduced visual impact whilst retaining similar skyline heights, as consistent with the existing. See the **Design and Access Statement** for further detail in this regard.

Set amongst the red-brick Victorian architecture which defines Phibsborough's materiality, the Dalymount Stadium redevelopment will respect its wider environment and integrate itself within its immediate surroundings, while maintaining its place in the iconic Phibsborough skyline. The design aims at maximising the positive impact of the stadium in the neighbouring public areas. It will feature activation of the façades, providing transparency and openness of the public space without impacting on functionality and operation.

The proposal seeks to achieve a contemporary architectural style that respects the context and upholds tradition.

The elevated tiered stands on the east and west of the stadium align with the average height of the neighbouring buildings. The lightweight black floating roof draws inspiration from Dublin's slate roofs. Its modest cantilevered profile and form contribute to the football ambiance while remaining in keeping with the surrounding scale. In terms of materiality, a condition would be welcomed by DCC where the final details of the materials and finishes may be agreed at a later stage, subject to agreement with the planning authority.

For more information with regard to the schemes design, please refer to the suite of Architectural drawings and the **Design and Access Statement** prepared by IDOM which is included under separate cover.

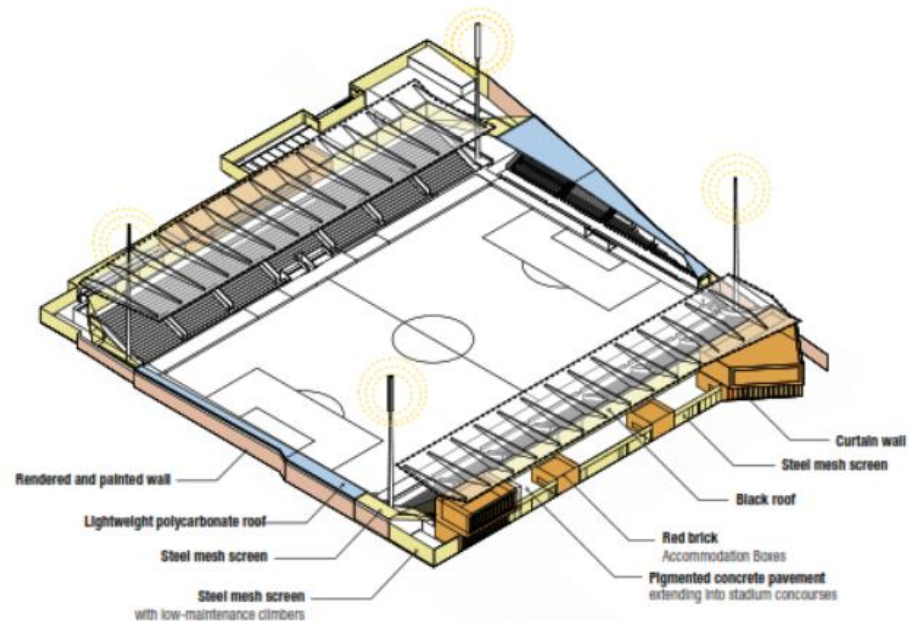


Figure 16 - Proposed stadium materiality (Source: IDOM)

## 5. Planning Policy Context

### 5.1 National Planning Framework

The Government published the National Framework (NPF) in 2018. The plan will guide national, regional and local planning policies and investment decisions for the next two decades.

**National Policy Objective 5** of the NPF aims to: *“Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity”.*

**Objective 11 of the NPF states:** of the National Planning Framework states that *‘there will be a presumption in favour of development that encourages more people, jobs and activity within existing urban areas, subject to development meeting appropriate planning standards and achieving targeted growth’.*

**Objective 27 of the NPF states:** *'Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages'.*

The national strategic outcomes outlined in the NPF discusses enhanced amenities and heritage and how this *'will ensure our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure'.*

The proposal seeks to redevelop the existing Dalymount stadium to provide enhanced and modern stadium and community facilities. The redevelopment will also enhance permeability and public realm locations through the Site and seeks to encourage walking and cycling by providing enhanced connections. A reduction in car parking is also proposed to reduce the reliance on cars and encourage the use of public transport.

## 5.2 Dublin City Development Plan 2022-2028

As noted, the Site is located within the functional area of Dublin City Council (DCC) and is governed by the Dublin City Development Plan 2022-2028 (DCDP). The DCDP sets the statutory planning policy for development within the City boundary, having regard to national and regional planning policies. The DCDP provides the relevant planning policy objectives and framework for design and development standards of the proposed Site.

The Development Plan acknowledges that Dalymount Park must continue to provide enhanced sporting, recreational and community amenities as part of the DCDP, as evident in **Policy Objective GIO52**, will aim to celebrate the rich sporting history of these sites, the objective states:

*"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".*

### 5.2.11 Land-Use Zoning Objective

The Site is zoned "Zone Z4" and "Zone Z9" which refers to lands classed as 'Key Urban Villages/Urban Villages' and 'Amenity/Open Space Lands/Green Network'. A small portion of the Site is also located within an ACA.

Lands situated within Zone Z9 ensure that there is an adequate provision of a range of amenity uses within the City.

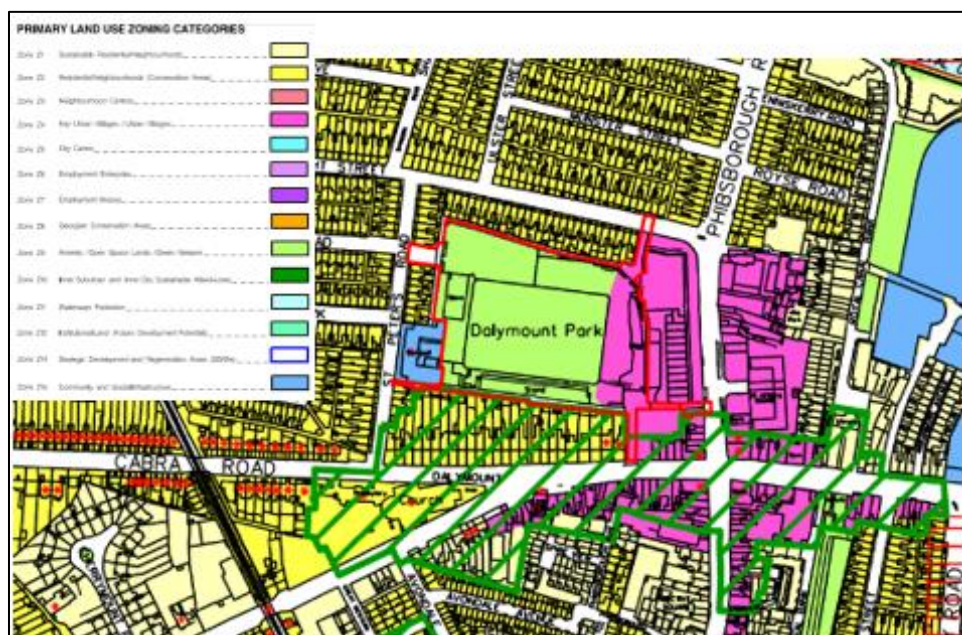


Figure 17 - Zoning Map E, subject Site outlined in red (Source: DCCDP 2022-2028)

Lands located within Zone Z4 ensure 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”.

Permissible uses within Z4 lands include:

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

As evident from the above, the proposed use for a football stadium/sports facility is permitted in principle on Z4. This is also considered acceptable in principle given the existing use on the Site.

Similarly, the proposed use for a football stadium is permitted in principle on Z9 lands as outlined below, the primary objective for Z9 zoned lands is to “To preserve, provide and improve recreational amenity, open space and ecosystem services”. The proposed sports facility and ancillary uses (club bar; club shop;

etc.) would be considered compatible with the overall policies and objectives for the zone, would not have undesirable effects on the permitted uses.

*Allotments, cemetery, **club house associated with the primary Z9 objective**, municipal golf course, **open space**, public service installation.*

The proposed use for a community facility is listed within the open for consideration uses associated with the zoning, as outlined below:

*Boarding kennel, café/ tearoom, caravan park/camp site (holiday), car park for recreational purposes, childcare facility, civic and amenity/recycling centre, **community facility**, craft centre/craft shop, crematorium, cultural/recreational building and uses, garden centre/plant nursery, golf course and clubhouse, place of public worship, restaurant, shop (local), **sports facility and recreational uses**, water-based recreational activities.*

### 5.3 Relevant Policy Objectives

The key sections of the County Development Plan relevant to this application include, inter alia, Chapter 6, City Economy and Enterprise, Chapter 7, The City Centre, Urban Villages and Retail, Chapter 8, Sustainable Movement and Transport, Chapter 10, Green Infrastructure and Recreation and Chapter 13, Implementation. These are relevant to development proposals for Z9 and Z4 zoned lands such as the subject proposal.

The Design Team are aware of the relevant provisions and the proposed design is cognisant of the applicable policy and objectives, as outlined in **Table 2** below.

Policy Objective	Response:
<b>Chapter 5: Quality Housing and Sustainable Neighbourhoods</b>	
<b>QHSN60 Community Facilities:</b> 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.	The proposed development incorporates a c. 585 sq.m community facility which is to be located towards the north-eastern section of the Site, and is proposed to be self-contained, with independent access and circulation offered to those of the stadium. Thus, demonstrate compliance with <b>Policy Objective QHSN60</b> .
<b>Chapter 6: City Economy and Enterprise</b>	
<b>CEE2 Positive Approach to the Economic Impact of Applications:</b> 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.	When considering the positive economic impact of the proposed development to the surrounding Dublin 7 lands, the proposal will fulfil the objective set out in CEE2. The proposal will support economic development and enterprise by providing increased activity through the Site on match and non-match days which will complement the adjoining Phibsborough Shopping Centre.



<p><b>CEE11 Key Urban Villages:</b> To promote Key Urban Villages as mixed-use service centres for the local economy, incorporating a range of retail, employment, recreational, community uses as well as 'co-working spaces' and 'office hubs.'</p>	<p>As outlined above, Phibsborough is listed as a Key Urban Village within the DCDP. The proposed development will provide a mix of uses retaining employment levels on the Site and providing additional community uses and concession uses that will open on both event and non-event days, thus meeting the requirements of CEE11.</p>
<p><b>CEE29 Event Venues:</b> To support the continued operation and appropriate consolidation of event venues including the RDS, National Convention Centre, Croke Park and the Aviva Stadium and where appropriate, to enable them to make large scale capital investment relating to the provision of tourism, business facilities and culture-related spaces, events, conventions and activities, where such proposals support investment and growth of the overall facility and do not diminish their function as nationally important venues – see also Chapter 12, Objective CUO38</p>	<p>While Dalymount Park is not included within the list of event venues outlined within this policy objective, the redevelopment of the stadium will support the continued operation and appropriate consolidation of the Site. The redevelopment will provide an enhanced and modern space that allows for increased capacity where tourism and culture related events can be facilitated, as well as accommodating economic spillover into the surrounding village of Phibsborough.</p>
<p><b>Chapter 7: The City Centre, Urban Villages and Retail</b></p>	
<p><b>CCUV44 New Development:</b> 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.</p>	<p>The proposal includes an enhancement to the public realm of Dalymount Park by providing a through site link and a plaza space. The spaces will be well lit, provide casual surveillance and encourage safe social interaction. Accessibility will be improved throughout the Site creating enhanced linkages, demonstrating compliance with CCUV44.</p> <p>The approach is to soften the hard surfaces of existing streets, walls, buildings and the stadium by introducing different types of greeneries and repaving the streets.</p>
<p><b>Chapter 8: Sustainable Movement and Transport</b></p>	
<p><b>SMT9 Public Realm in New Developments:</b> 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.</p>	<p>As above.</p>
<p><b>SMT12 Pedestrians and Public Realm:</b> To enhance the attractiveness and liveability of the</p>	<p>As above.</p>

<p>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.</p>	
<p><b>Chapter 9: Sustainable Environmental Infrastructure and Flood Risk</b></p>	
<p><b>SI41 Lighting Standards:</b> 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.</p>	<p>The pitch lighting will be mainly located in the four pitch corners. They will maintain a key feature of the Phibsborough skyline, as per the existing floodlight pylons. The existing and proposed pylons vary in height as a result of the existing and proposed levels, however the proposed floodlights will remain slightly lower than the existing pylons thus remaining a prominent skyline feature as per the current situation.</p> <p>The intention of the proposal is to create a focal point for the community; therefore the floodlights will create cohesion between the materiality of the area and the existing stadium. Additional floodlights are to be placed along the roofs of the main east and west stands to provide adequate lighting levels on the pitch. All floodlights will meet the requirements of the latest Public Lighting Standards IS EN13201 and further updates. It is envisaged to minimise any light spillage into surrounding amenities as possible, as well as consideration being given to the protection of bats and other ecological life on site.</p>
<p><b>SI42 Light Pollution:</b> 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.</p>	<p>This Lighting Strategy seeks to improve the existing urban lighting for Dalymount Stadium.</p> <p>The proposal includes employing fuller spectrum white light sources such as LED to help improve recognition in transit areas, reduce over-lighting through consideration of the lit context and to provide better optical control to luminaires to deliver uniformity and avoid glare and light pollution.</p>
<p><b>Chapter 10: Green Infrastructure and Recreation</b></p>	
<p><b>GI46 To Improve and Upgrade/ Provide Access to Sports / Recreational Facilities:</b> 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</p>	<p>The subject proposal has been brought forward out of a necessity to improve facilities to meet modern operational stadium requirements. While Dalymount Park Stadium has a unique history and character that few stadia can match in Ireland, it is recognised that the match-day needs of teams, players, reporting media and spectators alike has evolved significantly over the last decade.</p>

<p>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’.</p>	<p>Thus, the proposal aligns to Policy Objective GI46, GI49 and GIO52 as it looks 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, as well as providing enhanced sporting, recreational and community amenities as part of this development plan to celebrate the rich sporting history of these sites.</p>
<p><b>GI49 - Protection of Existing and Established Sport and Recreational Facilities:</b> ‘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.</p>	<p>The community space is arranged over two floors and includes a community gym at ground floor, and a multi-purpose hall on the first floor.</p>
<p><b>GIO52 - Dalymount, Tolka Park and St. Patrick’s Athletic FC Richmond Park:</b> To redevelop Dalymount Park, Tolka Park and St. Patrick’s Athletic FC Richmond Park soccer stadia providing enhanced sporting, recreational and community amenities as part of this development plan to celebrate the rich sporting history of these sites.</p>	

**Table 2 - Compliance with DCC Policy Objectives**

## 5.4 Development Plan Standards

### 5.4.12 Building Heights

As outlined within Appendix 3 Height Strategy of the DCDP, Phibsborough is categorised as a ‘Key Urban Village and indicates how some of these areas are made up of ‘prevailing low-density character’. The DCDP advises that any proposals for increased height and density will need *“to have regard to the existing pattern and grain of development to ensure sensitive and successful integration with the existing urban fabric”*.

The proposed stands provide a maximum height of 13.95 metres, which remains consistent with the existing stands (maximum height of Jodi Stand is

12.08m) located on the Site and does not contravene (materially or otherwise) the DCDP with regard to building height. The design approach to the height of the proposed development was focused on the existing infrastructure and development surrounding the Site and as a result is consistent with the prevailing height strategy as outlined in the Height Strategy (Appendix 3) of the DCDP.

In terms of topography, there is a height difference between the west and the east of the Site. Once the stands are removed, regrading of the site's profile will occur.

Consistent levels of the roof height of the low-rise existing context defining the limit for the new structures is achieved with this new redevelopment proposal. The design approach can be outlined as follows according to the project architects (IDOM & Gilroy McMahon) - *"The elevated tiered stands on the western and eastern sides align with the average height of the neighbouring buildings. The lightweight black floating roof draws inspiration from Dublin's slate roofs. Its modest cantilevered profile and form contribute to the football ambiance while harmonizing with the surrounding scale"*.

The proposed height of the stands and flood light towers remain comparable with the existing structures on the Site.

**Table 3** below provides a clear illustration of the existing versus proposed floodlight height for the Dalymount Park redevelopment.

	Existing			Proposed		
	Base	Top	Total Height	Base	Top	Total Height
NE	34.93	65.03	30.1	29.9	64.33	34.43
NW	34.93	67.58	32.65	30.5	64.33	33.83
SE	32.57	65.24	32.67	30.2	64.33	34.13
SW	34.93	66.06	31.13	30.6	64.33	33.73

**Table 3 – Floodlights existing & proposed height**

#### 5.4.13 Parking Standards

##### Cycle Parking

Cycle parking and facilities are required to be fully integrated into the design and operation of all new development.

A total of 50 bicycle parking spaces are proposed within the scheme promoting sustainable means of transport within the area in the form of Sheffield bike stands. These spaces are proposed within the stadium boundary for the use of staff and the community facility within the Site. This will result in a safe environment which aims to avoid potential safety issues and conflict between pedestrians and bicycles.

The bicycle spaces are provided in the following format:

- 10 external spaces for the community facility use (5 visitors and 5 staff);
- 3 spaces are proposed for the office/club shop (1 visitor and 2 staff);
- 10 spaces are proposed for the club bar and stadium operations; and
- The remaining 27 spaces are to cater for staff and patrons of the stadium.

In addition to the above, it is noted that Dublin City Council continues to roll out the installation of Sheffield stands around the city that will benefit the development.

Category	Land-Use	Zone	Long Term	Short Stay/Visitor
Civic, Community and Religious	Bank Community Centre Library Public Institution	All Zones	1 per 5 staff	1 per 100 sq. m. Gross Floor Area(GFA)
	Place of Worship	All Zones	-	1 per 20 seats
	Funeral homes	All Zones	-	To be determined by the planning authority on case by case basis
Venue	Auditoriums Cinema Conference Centre Theatre Stadia	All Zones	1 per 5 staff	1 per 20 seats

Figure 18 - Bicycle Parking Standards (Source: DCDP).

### Car Parking

Dalymount Park falls within the venue category for stadia in the car parking Zone 2. The Site benefits from the vast public transport network offer to include the high-frequency buses along Phibsborough Road corridor and LUAS Green Line with Phibsborough station both within 350m from the Site. The proposed MetroLink and its proposed interlink station at Cross Guns Bridge will cater for higher capacity and wider catchment within only 650m from the stadium and is estimated to be delivered in 2030.

The proposed development will facilitate 12 car parking spaces, dedicated for media personnel and non-event match day use. The proposal does not facilitate any bus parking spaces within the Site. In all new developments, a minimum of 50% of all car parking spaces shall be equipped with fully functional EV Charging Points. The remaining spaces shall be designed to facilitate the relevant infrastructure to accommodate future EV charging.

The parking provision proposed for Dalymount Park Stadium meets these requirements, with 6 of the 12 on-site parking space provided with active

charging points and the remaining 6 provided with passive provision that can be electrified when the demand for electric vehicle charging requires it.

The parking management regime will facilitate buses to drop off match day players and personnel within the Site and depart the proposed development via St Peters Road. The buses will park off site at a location to be agreed with the Local authority, before returning after the event has taken place to collect the players and team personnel.

As highlighted within the TTA prepared by GHD, it is estimated that a further 312 no. on-street car parking spaces are available within a reasonable walking distance of the Site. The key arterial routes such as the North Circular Road, Connaught Avenue and Phibsborough Road would be permitted, however these routes will be strictly monitored by Dublin City Council Parking Enforcement. Discussions with A Garda Síochana and Dublin City Council have been held regarding appropriate traffic management on match day events.

The majority of spectator traffic will make use of the extensive on-street and off-street parking infrastructure within the vicinity of Dalymount Park, as summarised in the following table. See **Table 3** below.

Location	Walk Time	Spaces Provided
Hedigans Pub	15 minutes	70 spaces
Mater University Hospital	19 minutes	440 spaces
Parnell Centre	28 minutes	500 spaces
Ilac Centre	30 minutes	1,000 spaces

**Table 4 - Nearby parking Provision (Source: [www.Parkomedia.com](http://www.Parkomedia.com))**

The TTA also identifies the future number of trips by mode expected to be generated by spectators at the proposed stadium assuming a full capacity of circa. 8,034 in attendance and this is documented in **Table 5** below.

Final mode	Travel to the Stadium		Travel from the Stadium	
	Trips	Mode Share	Trips	Mode Share
Irish Rail	34	0.4%	36	0.4%
Luas	714	9%	717	9%
DART	204	3%	287	4%
Bus	2,175	27%	2,114	26%
Organised club coach	102	1.3%	108	1.3%
Regional coach services	0	0%	0	0%
Minibus	0	0%	0	0%
Car	2,481	31%	2,473	31%
Taxi	306	4%	251	3%
Motorcycle	34	0.4%	36	0.4%
Cycle	80	1%	80	1%
Walk all the way	1,870	23%	1,899	24%
<b>Total</b>	<b>8,000</b>	<b>100%</b>	<b>8,000</b>	<b>100%</b>

**Table 5 - Spectator Trips by Mode to and from the Proposed Development (Source: GHD)**

The TTA concludes by advising that the level of increase in spectator Luas trips is not expected to have a significant impact on the safe operation of the stations or the capacity of the services.

The increase in trips generated on Irish Rail is expected to have a negligible effect on stations and carriage capacities and any uplift that may result from the proposed new station associated with the MetroLink proposals is expected to be able to be accommodated through the existing level of service provision.

Spectators accessing DART services are expected to do so over a longer period of time as stations are further away and therefore arrival and departure profiles will be more spread out. There is expected to be a low impact on DART services.

As part of the **Traffic and Transport Assessment** prepared by GHD, it is evident that the Site is sufficiently serviced by notable public transport modes and no significant impacts in terms of traffic will occur as a result of the redevelopment of the Site.

#### 5.4.14 Drainage

The proposed development will incorporate a comprehensive drainage strategy and full details of this are contained within **Drainage Strategy** submitted under separate cover.

The proposal includes 3 rainwater harvest tanks which will provide irrigation to the pitch, which requires 45m<sup>3</sup> of water daily, as well as potable water to serve the dedicated WC facilities.

The Three attenuation tanks are proposed along the northeast (551m<sup>3</sup>), northwest (219m<sup>3</sup>) and south-eastern (237m<sup>3</sup>) site boundaries, to store excess rainwater with the dedicated discharge points located on Connaught Street, St Peter's Road and North Circular Road. A confirmation of feasibility from Uisce Eireann has been requested for the proposed development which is currently impending.

There will be an increased loading on Ringsend WWTP, however, this is considered imperceptible in the context of Ringsend's design capacity. As outlined previously, no watercourses will be affected by the proposed works. There are no watercourses onsite that form a direct hydrological connection to the Royal Canal. The potential for harmful substances such as silt becoming entrained in surface water run-off has been screened out as a result of no direct pathways to the forementioned waterway.

A **Flood Risk Assessment** was undertaken by IE Consulting. The proposed development site is located in Flood Zone C and accordingly, the development as proposed is acceptable. The proposed development's possible effect on the hydrological environment is determined to be neutral and imperceptible during both the construction and operational phases.

As indicated on the **Flood Risk Assessment**, which is submitted under separate cover:

- The development is not expected to result in an adverse impact to the existing hydrological regime of the area or increase pluvial flood risk elsewhere.
- In the context of 'The Planning System & Flood Risk Management Guidelines -2009' the Site of the proposed development falls within a fluvial and coastal Flood Zone 'C' (Low to Negligible Probability of Flooding) and is not considered at risk of fluvial, coastal or tidal flooding.



Figure 19 - Flood Risk Mapping (Source: Floodmaps.ie)

As indicated in the **Drainage Strategy** prepared by IDOM, existing wastewater is discharged from the JODI stand area to the public manholes located along the private lane.



According to Appendix A of the Drainage Strategy, the foul water will be discharged at 3 points, as follows:

- One manhole existed in the building, collecting the foul water from the west side of the Jodi stand with three numbers 100 Ø PVC pipe and discharged into the public manhole with 150 Ø Clay pipe.
- In the middle of the Jodi stand, two numbers of 100 Ø Clay pipes are directly discharged into the public manhole.
- At the east corner of the Jodi stand, one 100 Ø Clay pipe directly discharged to the public manhole.

In terms of existing surface water drainage, the existing Site of approx. 19,990m<sup>2</sup> is divided into two areas: an impermeable area of 9,792 sq.m and green area of 10,198 m<sup>2</sup>. There are no existing attenuation storage tanks on-site, the water surface discharges in two ways, as follows:

- The parking area located on the northwest of the Site discharges directly to the ground by runoff as there are no manholes/drainage channels at that area.
- The remainder of the stands seem to discharge the water surface run-off from the Site via an 150Ø PVC storm drainage system exiting the Site and connecting to an existing combined sewer on Phibsborough Road.

The proposed development will connect into existing mains water and foul water drainage within the area. The submitted Drainage Strategy (IDOM) calculates the approximate water consumption and foul wastewater rates for a development of this nature and confirms that there is ample capacity in the existing mains network to meet such demands safely within the context of the carrying capacities of both systems.

#### **5.4.15 Landscape**

Given the nature of the Site, small areas of landscaping are proposed. One tree is proposed to be removed from the site however 2 new trees are proposed, and 4 moveable (potted) trees are proposed to be facilitated around the Site also. Some small pockets of landscaped areas will be proposed around the Site to soften the appearance of hard paving, where considered to be functional and so as not to obstruct wayfinding within the Site.

The landscape proposal aims to create open, soft and natural public realm and streets in company with the brick facade of the stadium and the surrounding residential areas. The approach is to soften the hard surfaces of existing streets, walls, buildings and the stadium where the public has direct perception of by introducing different types of greeneries and repaving the streets.

The hard landscaping concept starts by extending the public space into the stadium, enhancing street perception. The pavement design, with segmented patterns and linear inserts, creates a human-scale feel and connects with vertical elements. These lines extend to boundary walls, featuring low-maintenance climbers for continuity.

Pigmented concrete pavers constitute the pavement material. Within the stadium boundary, the pavement is impermeable (concourses and stand sides). Outside the stadium, in the public realm, the pavement forms a permeable system through jointing, supporting sustainable drainage.

The existing public realm consists of the gaps along the four sides between the stadium and the Site boundary. Given this linear feature, four lines of green along the edges of the stadium and the Site boundary have been defined along with the streets in between.

Soft landscaping measures to be introduced into the Site include moveable planters, low green type A trees such as *Platanus x Hispanica* and low perimeter wall bushes.

Each of these lines are featured greens with large and small trees, climbers and temporary pots appropriately selected for their locations, lining the main edges and providing green highlights. See **Figure 20**, which outlines the proposed measures.



**Figure 20 - Landscape Strategy (Source: IDOM & Gilroy McMahon Architects)**

#### 5.4.16 Archaeology

The Site is not identified in an area of high archaeological potential and contains no Recorded Monuments or Protected Structures.

Adjacent to the Site's southwest corner is St Peters National School (RPS 7750 and NIAH Reg No. 50060228). The school is described in the NIAH file as Saint

Peter's National School, which was founded in the late nineteenth century, replacing an earlier school building which formed part of Saint Peter's Presbytery on Cabra Road.

The Phibsborough Library is located approx. 650m from Dalymount Park and is recorded as a Protected Structure, listed on the DCDP under RPS Reg. No. 8884. The building dates back to 1934 and has been designed and used as a public library ever since. It is registered on the National Inventory of Architectural Heritage (Reg. No. 50060231) as regional rating under Architectural, Historical and Social categories of special interest.

An **Archaeological Impact Assessment** was undertaken in relation to the Site. The findings of this outlined that given the existing infrastructure located on the Site, the Site's archaeological potential is considered low. Archaeological monitoring during the stripping of topsoil and groundworks is recommended prior to, and during, construction. Given the current status of the Site, it is considered that the redevelopment would be imperceptible.

#### 5.4.17 Conservation

There are no protected structures within the Site's boundary. **Figure 2** above, delineates the Site's proximity to the Phibsborough ACA. The ACA includes two protected structures which are in proximity to the subject site (Reference No. 1733 - 341 North Circular Road and 1744 - 343 North Circular Road). As outlined previously, Former St. Peter's School Reference No. 1731 (RPS Reg. 7750 and NIAH Reg No. 50060228) and Phibsboro Library (RPS Reg. No. 8884) are located within the vicinity of the Site.

In terms of the removal of the walls on approach to North Circular Road from the Site, the historic masonry perimeter walls are proposed to be carefully taken down in accordance with a methodology to be prepared and supervised by a suitably qualified architectural conservation expert, with the masonry salvaged for reuse within the Site.

It is proposed to remove sections of boundary masonry walls to the east of the stadium grounds which forms part of the west boundary of the former Tramway Depot. Similarly, it is proposed to remove a small piece of the masonry wall situated at the eastern end of the laneway between dwellings on North Circular Road and the south stand of the proposed stadium which also forms part of the former Tramway Depot. None of these perimeter walls are protected, nor are they located within the curtilage of a protected structure. They are not considered to be rated by the National Inventory of Architectural Heritage (NIAH) to be of sufficient significance.

The proposed removal of a further section of the historic tram yard wall is required to facilitate the through way and public plaza. The removal will promote permeability and enable universal access to and from the redeveloped stadium grounds and associated facilities and that the proposed demolition of the perimeter walls is a key element in delivering the Dalymount Park Redevelopment linking North Circular Road, Connaught street and Phibsborough Road.

On the southeast access features a north-south wall section that forms the western wall of the old Tramway depot, which is of some heritage significance. A significant portion of this wall has already been approved for demolition as part of the approved development with planning reference 2628/17 (however it is acknowledged that this permission is due to lapse in October 2023). This is depicted in blue on the image below. The demolition of these walls forms part of the subject application.

As outlined in the Archaeological Impact Assessment, the sections proposed for demolition are outside the ACA for Phibsborough and are not listed as a protected structure. The continuation of the same wall southwards towards North Circular Road is protected by virtue of the fact that it forms the garden wall of the adjacent protected structure and therefore falls within the curtilage of that Protected Structure. That curtilage stops along the south side of the cul-de-sac laneway. The walls proposed for demolition are outside of the Protected Structure curtilage. See the below images which outline the extent of demolition proposed.

- Masonry wall to be demolished as part of the approved development
- Masonry wall to be demolished as part of the proposed Project
- Concrete wall to be demolished as part of the proposed Project



Figure 21 - View towards Dalymount Park and NCR (Source: IDOM & Gilroy McMahon)

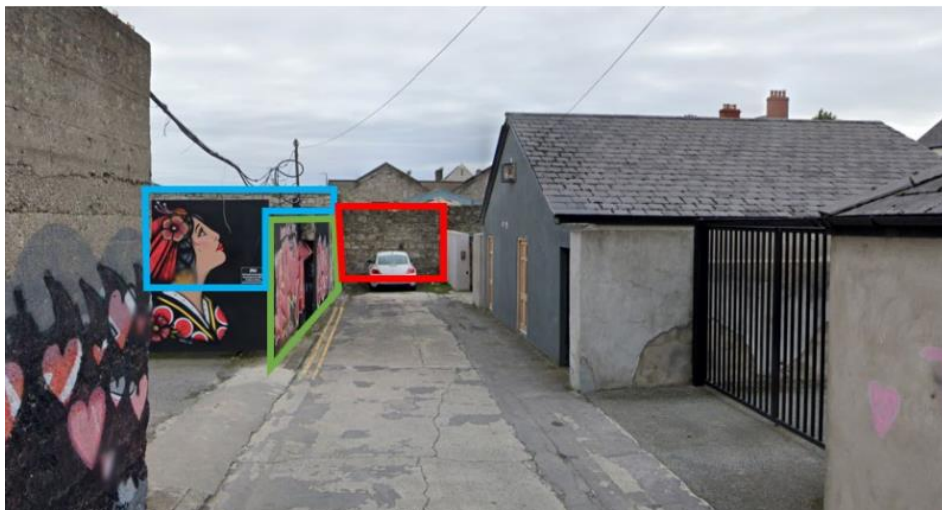


Figure 22 - View towards Cul De Sac laneway (Source: IDOM & Gilroy McMahon)

#### 5.4.18 Traffic and Transport

The closest rail stations to the stadium are Cabra and Phibsborough, both of which accommodate Luas services. The Luas is a light rail transit system that connects Dublin's city centre to the suburbs.

The Drumcondra dart train station is located approximately 1.1km northeast of the Site. Dublin Bus provides most of the bus services within Dublin and the surrounding areas. It provides services along North Circular Road including Dublin Bus Nos. 9, 38, 46a, 120, 140, 155 and 179, which provide access to the city and wider county Dublin area on a regular basis.

The area can be described as pedestrian and cycle friendly with footpaths and cycle ways surrounding the Site providing direct access on North Circular Road and, intermittently, on Phibsborough Road. An off-street cycle route is provided along the Royal Canal to the north of the stadium, approximately 450 metres cycling distance from the main access.

As part of the proposed scheme the existing approx. 100 car parking spaces will be removed, and 12 car parking spaces will be facilitated on the Site. These spaces will be reserved for key officials/media personnel and non-event match day use.

A **Traffic & Transport Assessment (TTA) and Mobility Management Plan (MMP)** accompanies this formal submission that include measures incorporated into the design and strategies outlined in the MMP, particularly with regard to increasing public transport use once the development is operational.

Detailed traffic count surveys were undertaken and form part of the **TTA** to establish the existing travel behaviour of spectators travelling to and from the stadium. To establish the travel behaviour of spectators currently travelling to and from the stadium site, several surveys were undertaken on two event days in November 2021: Friday 12th November: Bohemian FC vs Shamrock Rovers and Friday 19th November: Bray Wanderers FC vs UCD.

Surveys were also conducted on Friday 26th November when no events were held at the stadium.

The pre-event peak flow was 286 people per 5-minute period and occurred 30 minutes prior to kick-off. The post-event peak flow was 1,310 people per 5-minute period and occurred around 10 minutes after the final whistle. The peak net total spectators (entries minus exits) recorded over the survey period was 2,828 spectators, which occurred 45 minutes after kick-off, i.e. around the beginning of the half-time break.

Finally, traffic count surveys were undertaken to identify the difference between event day and non-event day traffic flows on key routes and therefore determine the impact of event day traffic on the local highway network. Very few roads displayed a clear pre-event period increase in traffic on event days compared to non-event days, with the North Circular Road showing an overall decrease in traffic on event days. However, in the post-event period it was possible to identify distinct periods where traffic flows were greater on event days. Each road experienced an increase in traffic on the Bohemian FC event day compared to the non-event day. The largest percentage increase was on Connaught Street (39%) and the lowest on North Circular Road east of the junction with Phibsborough Street (6%).

For more information, please refer to the **TTA** prepared by GHD in this regard.

#### **5.4.19 Construction Environmental Management Plan**

An **Outline Construction Environmental Management Plan** (hereinafter CEMP) for the Redevelopment of Dalymount Park Stadium, Phibsborough, Dublin 7 was prepared by Enviroguide, and is submitted under separate cover in support of this application.

The report describes the proposed works and defines the measures that shall be implemented during the construction phase of the proposed development to manage, minimise, or mitigate potential environmental impacts that may arise from the Construction Phase of the Proposed Development at the.

The construction programme for the construction phase of the development at the Site will be undertaken over a period of approximately 18 months. It is anticipated that the Park should be operational by early 2026.

Normal site working hours for the Construction Phase of the Proposed Development will be 08:00 and 19:00, Monday to Friday, and 08:00 to 13:00 on Saturdays. No work is envisaged to be carried out on Sundays or Bank Holidays.

All construction support-related activities will be contained within the site compound. The site compound will consist of:

- Offices
- Meeting Rooms
- Toilet / Shower Rooms
- Drying Rooms

- Canteens
- Storage Containers

During the construction phase for the proposed development, there will be a number of high activity periods where construction related traffic will be significant. The most intensive of these periods are likely to be:

- I. Demolition of the existing structures and removal of demolition waste off site/ Site clearance and removal of any concrete hard standing off site.
- II. Excavation to reduced levels. c. construction of the buildings.

The nature of the construction process is such that the traffic generated will comprise short periods of intense activity interspersed with longer periods with relatively low level of truck movements into and out of the Site over the Construction Phase.

The Main Contractor will ensure that on-site control measures will be established and maintained at the Site to prevent any nuisance and debris associated with the demolition/construction works on public roads adjoining the Site. The main consideration will be to combat mud and dust at source so as not to let it adversely affect the surrounding areas.

As forementioned, a detailed **Construction and Environmental Management Plan** prepared by Enviroguide is submitted with this application which includes a comprehensive suite of recommended mitigation measures informed by the range of technical assessments contained within the EIA Screening, including for air, noise and vibration.

#### 5.4.20 Event Management Strategy

An **Event Management Strategy** forms part of the TTA prepared by GHD which accompanies this application.

The strategy outlines how the football matches will be managed through a combination of staff of Bohemian FC, stewards (50 to 80 depending on the category of fixture) and 20 volunteers.

Bohemians FC will liaise with the Gardaí on event days and the number of Gardaí in attendance varies depending on the category of match: numbers can vary from 0-4 officers on foot for a Category C game to dog and horse units, public order units and 30-40 officers for Category A games.

Where home/away spectator segregation is required, away supporters can enter and exit the north stand through the northeast access from Connaught Street, while home supporters can egress onto St. Peter's Road. All stands have independent turnstiles for access and segregation. For matches where supporter segregation is necessary there would be a reduction in capacity to allow for separation by cordoning off seats to allow a zone between supporters.

It should be noted that a bespoke Event Management Strategy will be produced for each event held at the stadium.

For more information in this regard, please refer to the **Event Management Strategy**.

#### 5.4.21 Biodiversity

This section should be read in conjunction with the accompanying **Appropriate Assessment** and **Bat and Bird Survey** prepared by Ash Ecology and Environmental.

The Site is not in proximity to any wetlands, coastal zones, or nature reserves or mountain and forest areas. The Site is currently used as a stadium and the proposed redevelopment will cater for the continuation of this use. One sycamore tree, in fair condition, is currently recorded on the Site which is proposed to be removed as part of the redevelopment. Two additional replacement trees will be planted and 4 moveable potted trees are proposed also. In order to facilitate the proposed redevelopment works, the aforementioned sycamore tree is required to be removed.

In terms of bats, this tree was classed as low for bat roosting potential.

The Site is not within a designated Irish or European Site. The accompanying Appropriate Assessment has ruled out likely impacts on European Designated Sites. The proposed works are located over 5km from the closest SAC (South Dublin Bay SAC) and over 3km from the closest SPA (South Dublin Bay and River Tolka Estuary SPA). The AA Screening concludes that the proposed development would not either individually or cumulatively impact the conservation objectives of Natura 2000 sites. A multidisciplinary walkover survey of the lands was undertaken by Ash Ecology and Environmental to characterise the ecological features of the Site in September 2021.

The site survey observed the following habitat types:

- Buildings and Artificial Surfaces (BL3) - Low ecological diversity.
- Amenity Grassland (GA2) - Low ecological diversity.
- Grassy Verges (GS2) - Low ecological diversity.

The AA Screening Report acknowledges how these habitats are of limited ecological importance due to their low/no biodiversity value.

A **Bat and Bird survey** was undertaken for the Site during September 2021, and updated during June 2023. In relation to bats, just 2 species of bat were detected. A 'Low' rate of bat activity was recorded which was expected with the low bat landscape suitability score assigned and the general urbanised area. The most frequent bat species heard was Common Pipistrelle. However, the majority of bat activity was located in the southwest corner of the Site near existing buildings and sheds and therefore will require further investigation via a daytime interior check for bat signs, prior to demolition.

No nesting birds were recorded on-site given the time of year the survey was undertaken (September). Existing netting on the Jodi Stand prevented roosting pigeons, gulls and Barn Swallow. No old bird nests were evident in the existing Sycamore tree also.

The report concluded that "The landscape is considered of local importance (Lower value) for bats and nesting birds due to a Low score for landscape



suitability for bats and a lack of nesting opportunities for birds e.g. trees and scrub within the site boundary”.

#### 5.4.22 Environmental Impact Assessment Screening

With regard to EIA requirements, the proposed development falls within the category ‘Infrastructure Project’ as 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 Site area is 2.39 hectares, is not deemed to be located within a business district and, as a result, this does not trigger the requirement for an EIAR.

The proposed development can be considered to correspond to Class 14 development “Works of Demolition”, as per Part 2 of Schedule 5, 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, in terms of the demolition works, is being carried out to secure an area, which will be subject to redevelopment/regeneration works however the works are not considered to have significant impacts having regard to the criteria outlined in Schedule 7.

Having regard to the nature, extent, and the characteristics of the likely impacts we consider that when screened in accordance with the criteria set out in the Planning and Development Regulations 2001, as amended, the proposed development would not warrant the undertaking of a sub-threshold EIA. An Environmental Impact Assessment Screening Report for the proposed development has been prepared by MH Planning for the subject development and accompanies this application.

The EIA Screening Report concludes that 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.

#### 5.4.23 Noise Assessment

A **Noise Survey** was carried out by ICAN Acoustics to carry out a comprehensive noise study within the vicinity of Dalymount Park. Noise monitoring locations used to gather noise data around the Site are depicted below.



**Figure 23 - Noise monitoring locations (Source: ICAN Acoustics)**

The comprehensive baseline noise report recorded ambient measurement noise levels at the facility during a match fixture date as well as measurements on a day where there was no match taking place.

The report concluded the following:

*“As a result of the noise monitoring exercise conducted in the vicinity of the Dalymount Stadium, it is evident that the noise climate in this locality is dominated by road traffic noise, principally from the Phibsborough and Cabra Roads, which are busy at all times. Residents in Connaught Street and St Peter’s Road are also exposed to traffic noise but not to such a great extent”.*

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. It was also noted that at one location (Location 6 as outlined in **Figure 24**) the level of noise was consistently higher both before and during the match due to the noise from a petrol generator being used at a hot dog stand in the vicinity.

### **Adjoining Amenities**

To ensure the continued good-will, support and co-operation that has been enjoyed, for many years, between the local residents and Dalymount Stadium the Management Committee highlighted to the design team, from the very beginning of this project, that any disruption to the local residents, both in the short & long term, had to be minimised and mitigated as much as

possible. Therefore, during the design development stage the design team have incorporated mitigation measures into the overall design to safeguard the adjoining amenities, as much as possible, from any visual or noise disruption, such as the use where possible of sound absorbing and deadening materials.

As forementioned in the **CEMP**, during the detail design and construction stage of this project there will be continued investigation into all aspects of the project to mitigate as much as possible any disruption to the adjoining amenities.

#### 5.4.24 Energy Strategy

The redevelopment of Dalymount Stadium incorporates a series of active and passive solutions for achieving Part L compliance. As a general strategy and due to the nature of the development, this will only be applied to the main accommodation areas.

The air tightness will be kept as 3 m<sup>3</sup> /h,m<sup>2</sup> at 50 Pa as recommended by Ireland Technical Guidance Document L.

Regarding active solutions, the HVAC system has been thoughtfully designed to cater to the primary occupied areas, providing a comprehensive range of heating, cooling, and mechanical ventilation (MV) solutions.

Fresh air ventilation for regularly occupied rooms will be covered by Heat Recovery Units with high efficiency and a VRF System (heat pump technology) will provide the required heating and cooling for those areas. Hot water demand will be supplied by means of heat pumps (air to water).

#### 5.4.25 Landscape and Visual

This section should be read in conjunction with the **Landscape & Visual Assessment** prepared by CSR Consultants included under separate cover.

In terms of visual amenity, the preliminary landscape analysis states; *"The site is located within a historic part of the city in Phibsborough. While there are areas in the immediate vicinity which can be described as mixed, with a varied streetscape, scale and architecture, and recognition of the area as an Architectural Conservation Area renders the area to be of 'High Sensitivity'".*

The analysis concludes that there are few protected views and prospects within the city, however, there are no views towards, or from, the Site that are designated. It is policy of the council to protect and enhance views and prospects that contribute to the landscape and natural heritage of the area.

The proposed development is regarded as a complementary and beneficial change to the townscape and visual amenity of the area and in keeping with local policy. The proposed development complements and improves townscape view and character.

A summary of the Landscape Impacts and Effects, as a result of the proposed development, are outlined in the below table. The construction stage impacts generally comprise of demolishing existing stands and other structures, substantial site clearance, removal of limited trees and vegetation, and

building processes required to construct the proposed development. These effects are predominantly adverse in nature, varying in magnitude and significance depending on visibility.

Construction effects are considered to be Temporary to Short-Term in nature and visually Adverse, and limited construction stage.

<b>Sensitivity of Townscape Resource</b>	<b>High</b>	
<b>Construction Effects</b>		
<b>Magnitude of change</b>	<b>Importance of Effects</b>	<b>Quality and Timescale</b>
Low	Medium	Beneficial and Permanent
<b>Operational Effects</b>		
<b>Magnitude of change</b>	<b>Importance of Effects</b>	<b>Quality and Timescale</b>
Low	Medium	Beneficial and Permanent

**Table 6 – Summary of Landscape Impacts and Effects (Source: CSR)**

The operational effects comprise of a visual change to the surrounding landscape with the addition of the new floodlights. However, the provision of a new stadia will enhance the surrounding street and landscape and will give an uplift to the area, thus is deemed positive.

The LVIA confirms that there is little or no impact on the landscape character, no loss of any valuable landscape elements on site and the presence of new structure and stands are of high architectural and materiality quality.

In concluding the analysis, the LVIA outlines that “The proposed development is regarded as a complementary and beneficial change to the townscape and visual amenity of the area and in keeping with local policy. The proposed development complements and improves townscape view and character”.

Photomontages have been produced by Digital Dimensions and are presented in a separate booklet with a map of their locations. Verified photographs and photomontages have been taken with a wide-angle focal length (FL) and prime lens to allow representation of the development within its context. 10 viewpoints were selected to illustrate the proposed development. A rationale for the sensitivity rating is provided under the description of each existing view within the LVIA. These typically range from views experienced by residential receptors to views of the Site from public realm to views from the Phibsborough ACA. See **Figure 25**, which outlines the location of the 10 selected viewpoints.

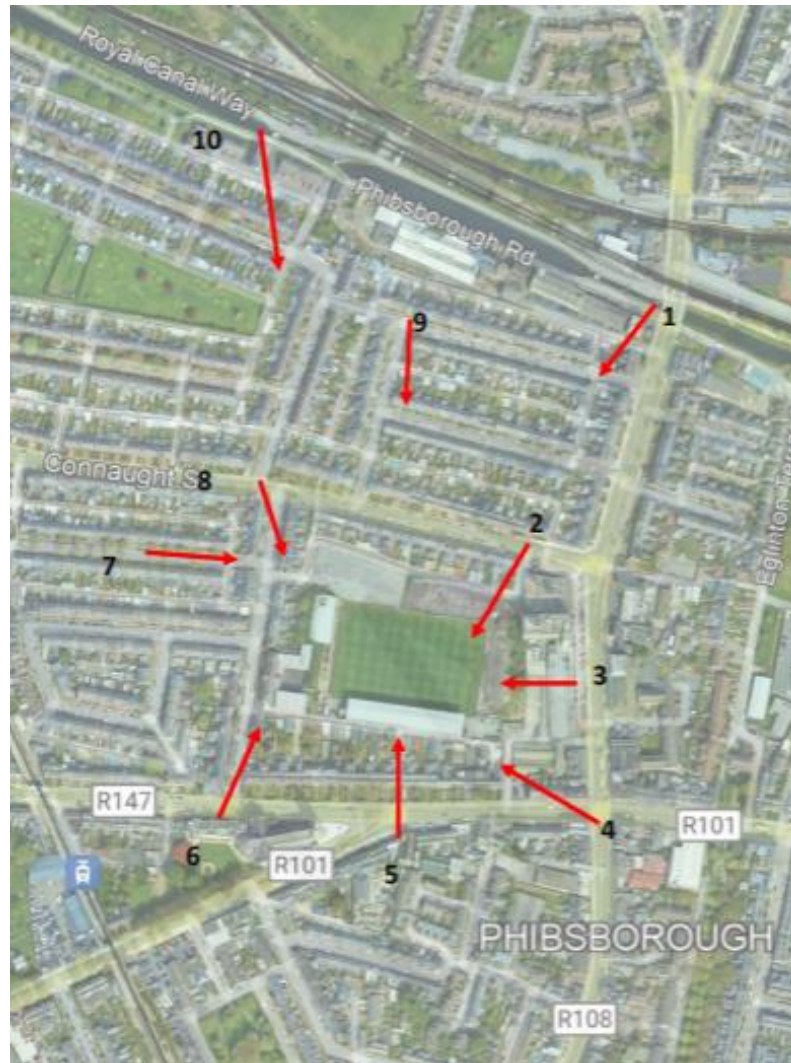


Figure 24 - Location of viewpoints (Source: CSR)

#### 5.4.26 Daylight Sunlight

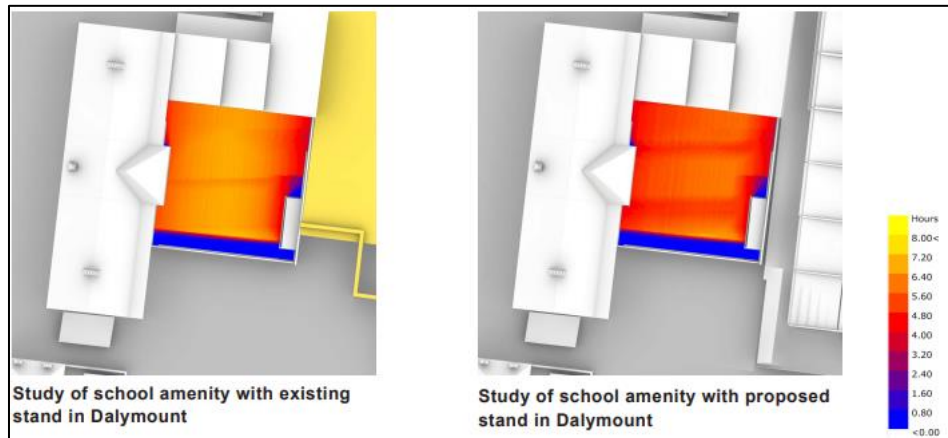
A Daylight and Sunlight Assessment was prepared by Digital Dimensions and form's part of this Part 8 planning application.

In excess of 400 windows were assessed in the dwellings proximate to the proposed development, on roads bounding the development such as St. Peters Road, Connaught Street and North Circular Road. The assessment advises that a small reduction in the level of available daylight and sunlight levels to some of the adjacent dwellings is anticipated. All the 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.

A minor reduction in the availability of sunlight to some of the adjacent private amenity spaces is also expected. However, all of the private amenity spaces to the adjacent properties 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).

The report further assesses the sunlight into the nearby St. Peters School and all windows relevant to this study, which face within 90° of due south were assessed as per the BRE Guidelines. The proposed development has gone through numerous design iterations to minimise the reduction to the available sunlight at the school yard amenity and as a result the reduction in sunlight has been minimised. 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 acknowledges 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. **Figure below** outlines a graphical illustration of the existing vs proposed scenario with regards to sunlight levels within St. Peters School.



**Figure 25 - Existing & Proposed Radiation map of amenity areas, showing available sunlight on 21<sup>st</sup> March (Source: Digital Dimensions)**

For further details, please refer to the Daylight & Sunlight Assessment of the Proposed New Stadium for Dalymount, Dublin 7, for further details.

## 6. Conclusion

Dublin is readily identified as a national sporting capital. Dalymount Park Stadium dates back to 1901. It has been a critical part of the social and cultural development of Phibsborough. The redevelopment will provide for needed improvements to safeguard Dalymount Park as an asset into the future while modernising available facilities consistent with the operational requirements of present-day stadiums. It represents a natural progression for this important piece of infrastructure.

It is respectfully submitted that the proposed redevelopment of Dalymount Park will provide for an altered appropriate form of high-quality recreational development. This Planning Report demonstrates that the proposal is consistent with national and local planning policy frameworks, and that the proposal will ensure the effective and efficient use of this deteriorating urban site which is highly accessible and well serviced by public transport.

The proposed development will continue a use that is considered permissible and compatible with the application sites land use zoning. It will provide for an enhancement of a major sporting venue in Phibsborough and will benefit the wider community as it will cater for a community facility and enhanced connectivity through the Site.

The subject proposal will not detract from the residential or visual amenities in the area or impact on the local environment. Instead, it will contribute positively to the realisation of policy objectives in full accordance with the proper planning and sustainable development of the area.

In demonstrating compliance with the relevant policies, it is hoped that Dublin County Council will also conclude that the proposal is in keeping with the proper planning and sustainable development of the area and favourably consider this submitted application.