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

**Proposed Public Realm Improvement Works to Cathedral Street and Sackville Place
Dublin 1.
Plan Ref No. 4552/17**

The Site:

The site consists of two existing parallel streets - Sackville Place and Cathedral Street - which link Marlborough Street with O'Connell Street. North Earl Street, another parallel street between the two, is not part of the site. Sackville Place is an existing vehicular street which is c.12m wide, including footpaths on both sides, in the area to the east of Earl Place and 9m wide in the area between Earl Place and O'Connell Street. The street has a loading bay and taxi rank along its southern side. The street has a variety of commercial buildings along its southern side, while the former Clery's department store has a frontage along the northern side, with the junction with Earl Place in the centre and a twentieth century block of commercial units at Nos. 1 – 6 Sackville Place on the east side. Cathedral Street is c.8m to 9m wide in the area between Marlborough Street and Thomas Lane increasing to c.12m wide in the vicinity of the junction with O'Connell Street, including a vehicular carriageway with an existing taxi rank along part of the south side and a loading bay along part of the north side, with footpaths on both sides. To the south the street is fronted by a variety of commercial units, including the rear entrance to Dunnes Stores on North Earl Street. To the northwest are the Department of Revenue Offices (Hammam Buildings, O'Connell Street) with commercial units fronting the street at ground floor level. The side of St. Mary's Pro-Cathedral on Marlborough Street extends from the east side of Thomas Lane to Marlborough Street. On both streets there is a variety of building types including 1920s redbrick blocks and modern commercial units. A number of the buildings fronting onto the site are protected structures. The site includes the junctions with Earl Place and Thomas Lane and areas of public footpath on Marlborough Street and O'Connell Street.

O'Connell Street is a shopping street which was traditionally Dublin's premier shopping street, leading from Parnell Square to O'Connell Bridge, and accommodating the General Post Office, Gresham Hotel and Department of Revenue offices. The Luas Cross City runs from south to north along O'Connell Street. Marlborough Street accommodates the Pro-Cathedral and Department of Education offices. The Luas Cross City runs from north to south along Marlborough Street.

The site includes the two streets and their junctions with O'Connell Street, Marlborough Street, Earl Place and Thomas' Lane. The site comprises areas of Public Street and, as such, is unzoned. The site is within the architectural conservation area (ACA) of O'Connell Street. The area of the site adjacent to O'Connell Street is also within a conservation area.



Site Location Map

The Proposal:

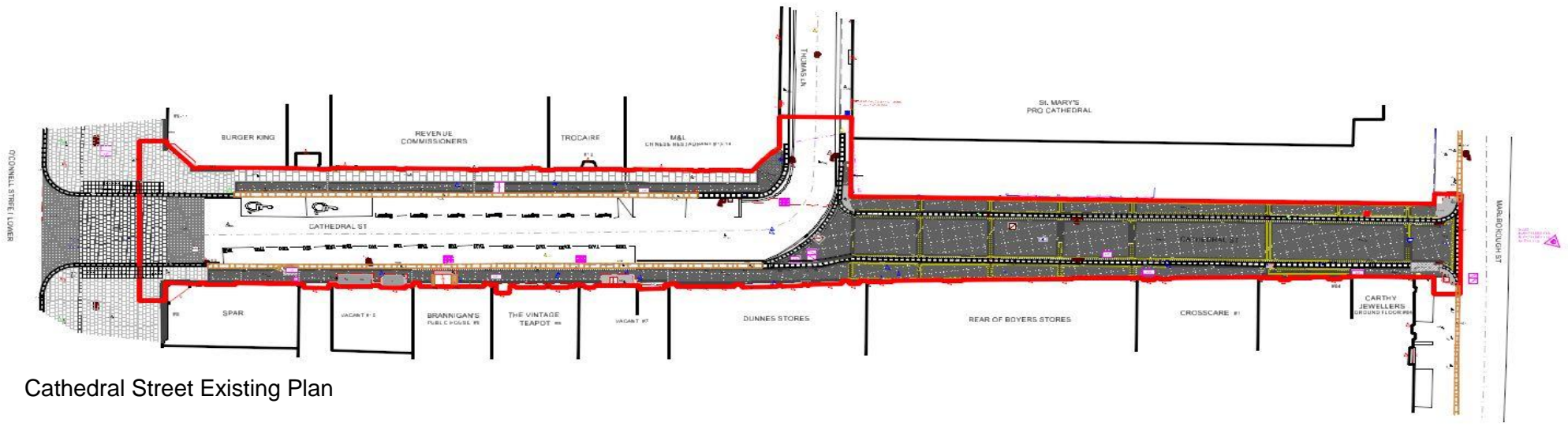
PROPOSAL

Public realm improvement works to Cathedral Street and Sackville Place. Proposals include the removal and replacement of the existing asphalt and concrete road surfaces with a new paved granite carriageway, to include loading bays, disabled parking and taxi ranks. Existing asphalt, concrete and paved footpaths are to be removed and replaced with new granite flags, while retaining areas of historic paving and kerbs. The proposals include the removal of the existing street furniture and replacement with new street furniture, tree planting, seasonal planting containers and seating. Changes to existing traffic movements on Cathedral Street are proposed in tandem with the proposed public realm improvement works and the recently completed LUAS Cross City works. The proposals include all necessary service, utility and associated site works. The works

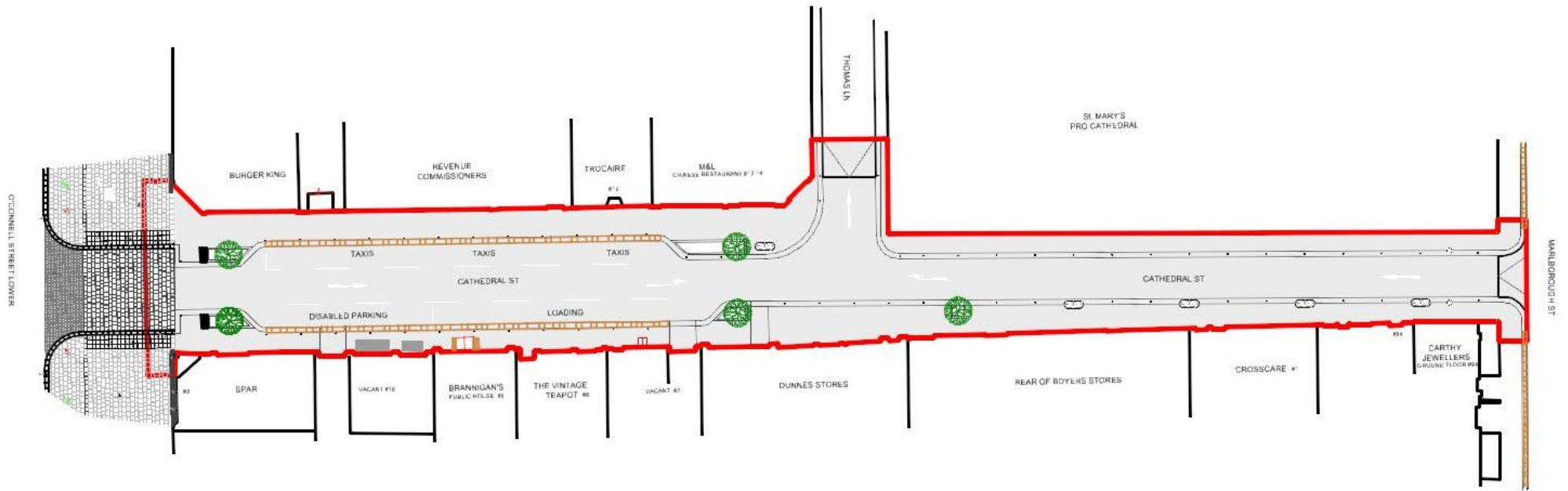
will be programmed such that businesses can remain open and disruption is minimised. The areas for the proposed works lie within the designated O'Connell Street Architectural Conservation Area and the Scheme of Special Planning Control for O'Connell Street and Environs 2016. The proposed works relate to the public realm adjacent to the following protected structures: Ref 5034 - Marlborough Street, Dublin 1: St Mary's Pro-Cathedral, Ref 5035 - 84 Marlborough Street, Dublin 1: House and shop, Ref 6003 - 18-27 O'Connell Street Lower, Dublin 1: Department Store (Clery's), Ref 6002 - 17 O'Connell Street Lower, Dublin 1: Commercial Premises.

In accordance with the Council Directive 92/43/ECC as amended by Council Directive 97/62/EC, Appropriate Assessment does not apply. Plans and particulars of the proposed development will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy for a period of not less than 4 weeks from Monday 18th December 2017 until Friday 22nd December 2017 & from Tuesday 2nd January 2018 until Friday 26th January 2018 (inclusive) at the offices of Dublin City Council, Planning & Property Development Department, Civic Offices, Wood Quay, Dublin 8, Monday to Friday 09.00hrs to 16.30hrs. Submissions and observations with respect to the proposed development and dealing with the proper planning and sustainable development of the area in which the development would be situated may be made in writing to the Executive Manager, Planning & Property development Department, Dublin City Council, Block 4, Floor 3, Civic Offices, Wood Quay, Dublin 8 before 16.30hrs on Friday 9th February 2018.

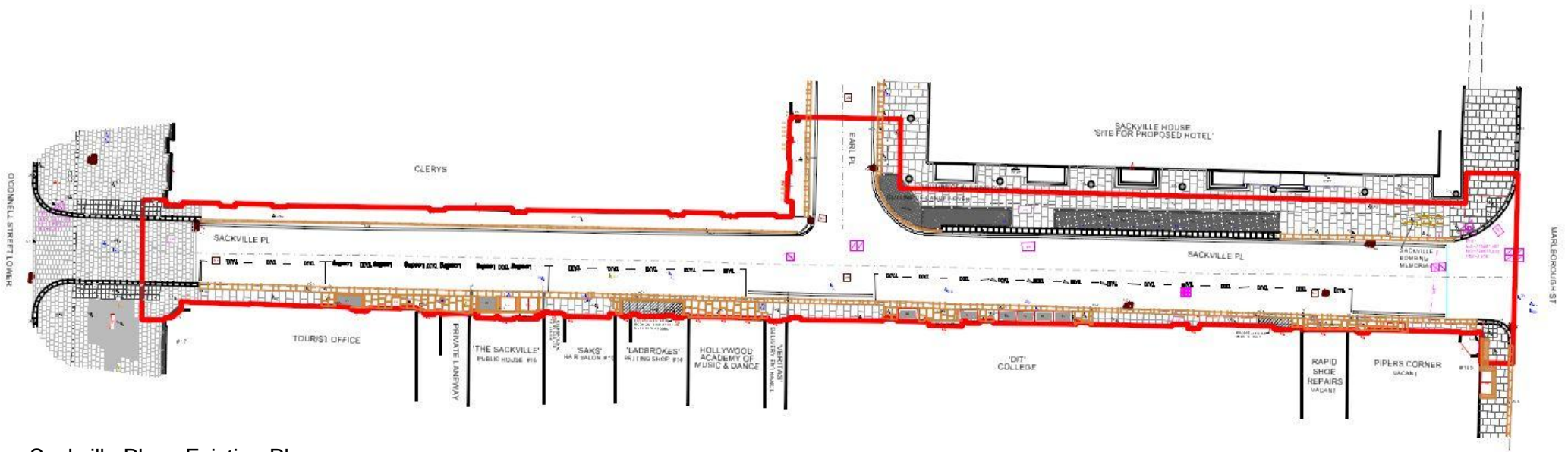
LOCATION	Cathedral Street and Sackville Place, Dublin 1
APPLICANT	Environment & Transportation Dept. Civic Offices, Wood Quay, Dublin 8
DATE LODGED	18-Dec-2017
PLAN REF NO.	4552/17
ZONING	Z5
APPLICATION TYPE	LAW
DATE OF SITE INSPECTION	30/01/2018
SITE NOTICE	In order 30/01/2018
ZONING	Z5 – to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity'. The site is situated within the architectural conservation area (ACA) of O'Connell Street. The area of the site adjacent to O'Connell Street is also part of a conservation area.



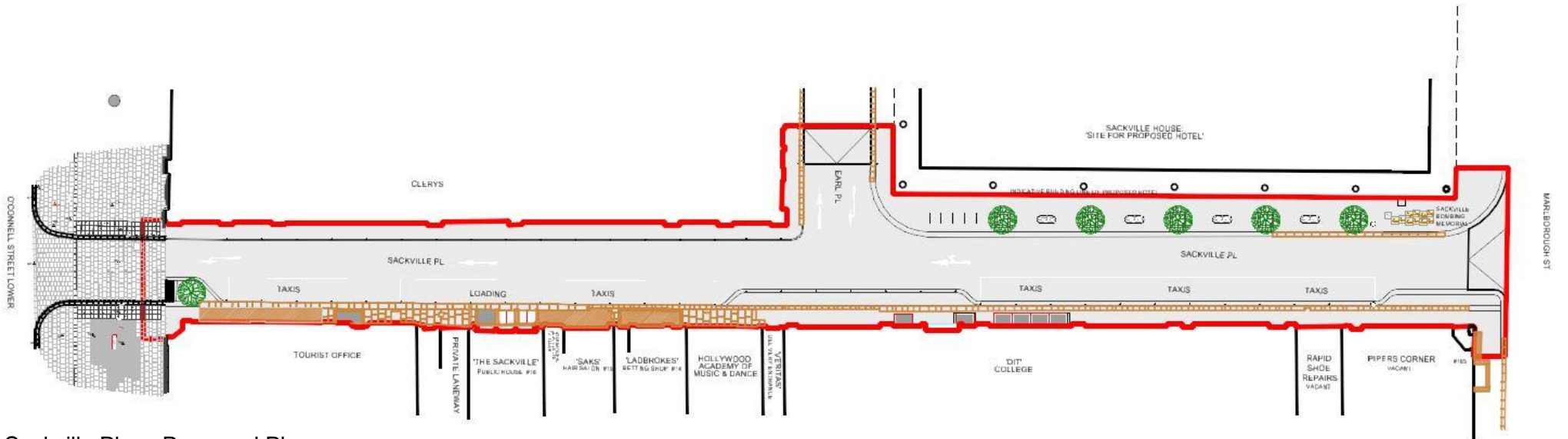
Cathedral Street Existing Plan



Cathedral Street Proposed Plan



Sackville Place Existing Plan



Sackville Place Proposed Plan

Consultation:

A presentation of the proposed public realm improvements works to Cathedral St. and Sackville Place was made to the Central Area Committee on 14th November 2017, and the committee were notified of the intention to commence the Part 8 process. The application for Part 8 permission was lodged on 18th December 2017 and the period to make written submissions and observations concluded on 9th February 2018.

The members of the Central Area Committee were briefed on the outcome of the public consultation on 13th March 2018. The issues raised in the written submissions and observations are summarised in the next section.

Submissions and Observations:

The proposed Part 8 development was available for inspection from Monday 18th December 2017 until Friday 22nd December 2017 & from Tuesday 2nd January 2018 until Friday 26th January 2018 (inclusive) at the Planning & Property Development Department, Civic Offices, Wood Quay, Dublin 8, Monday to Friday 09.00hrs to 16.30hrs. and plans and particulars of the scheme were on public display at the offices of Dublin City Council, Wood Quay during this period.

Submissions or observations in relation to the proposed development could be made, in writing, to be received before 16.30hrs on Friday 9th February 2018.

Eleven third party submissions were received, from or on behalf of Robbie Sinnott (Blind Legal Alliance), St. Mary's Pro-Cathedral, Sackville Hotel Property Ltd, the Department of Revenue, the Irish Wheelchair Association, the PPN (Public Participatory Network) Disability Linkage Group, Brannigans pub (Cathedral Street), Dunnes Stores, OCS Properties (Clerys site), Dublin Town and the Vintage Teapot (Cathedral Street). Issues raised in the submissions include the following:

Delineation between footpath and road surfaces

- Absence of kerbs between footpaths and carriageways resulting in a serious health and safety risk for blind people, with and without guide dogs;
- Minimum height of 60mm is needed for guide dogs to safely navigate kerbs; bollards and tactile paving have no meaning for guide dogs and they are trained to avoid bollards;
- Blind people using white canes also use kerbs as a landmark, may not be aware of tactile paving and may miss bollards altogether;
- Long planters are better than bollards but still do not indicate which is the road and which is the footpath;
- Objection to replacement of concrete and asphalt surfaces with granite, as granite is more slippery when wet, while rough granite can be difficult to traverse;
- Paving of vehicular and pedestrian areas should be in a different tone to assist mobility and visually impaired persons; query whether current paving on O'Connell Street meets these criteria;
- The focus of the PPN is to empower and assist groups in participating in local decision making;
- A quarter of a million people in Ireland have some sort of visual impairment with 54,000 having a severe visual impairment;
- Existing kerbing should be maintained with a step between the public footpath and public road, as this is better for visually impaired people, wheelchair users, guide dogs and for maintaining a barrier to avoid cars mounting the footpath;
- If the road is raised to the level of the footpath a tactile guiding strip like the one on Grafton Street should be used to act as a boundary between the footpath and the road;
- The dished pavements and tactile markings at junctions are necessary for orientation and navigation for wheelchair users and people with disabilities;
- Tactile markings could be used to identify safe places to cross the street;

- A tactile guiding strip could be used to navigate around tables, chairs and street furniture;
- Planters could also be used as a solid box type screening;

Cathedral Street

- National, architectural and social importance of the Pro-Cathedral with national religious ceremonies taking place - a proper standard of finishes would be required;
- Improvement works should extend for the entire length of Thomas Lane;
- Surfaces and paving along Thomas Lane are in poor condition and provide a poor setting for the Pro-Cathedral;
- Lack of lighting, anti-social activity, illegal parking and dumping of litter on Thomas Lane;
- Proposed seating should be closer to O'Connell Street to allow its use to be monitored;
- Changes in level of paving abutting the walls of the Pro-Cathedral could result in water ingress to the vaults;
- Ongoing problem with litter on Cathedral Street due to bins overflowing;
- Bollards on Cathedral Street should not interfere with access to crypt of Pro-Cathedral and ramp access to the side;
- Could disabled parking be provided closer to ramp at side of Pro-Cathedral?
- There is already ample taxi parking in the Cathedral Street area and disabled parking or cycle parking would be of more benefit;
- Taxis should not be permitted to do U-turns on Cathedral Street;
- Better retail frontages needed on south side of Cathedral Street to replace substations and plant rooms;
- Any interference to events taking place in the Pro-Cathedral during works should be minimised;
- Instead of two disabled parking spaces on the south side of Cathedral Street there should be one on each side;
- There should be no street furniture blocking the disabled parking spaces (note bicycle locked to pole blocking disabled space);
- There should be double yellow lines behind the disabled parking spaces to allow for manoeuvring into them;
- Suggest that Revenue have a small loading bay on Thomas Lane to allow access for contractors;
- Works should not impede public access to Revenue office on Cathedral Street;
- Need dished crossings at junctions of Cathedral Street with Marlborough Street and O'Connell Street with gradients no steeper than 1:12;
- Metal tactile paving should not be used;
- Granite paved surface on Cathedral Street should be non-slip and should have a colour differential between pavement and carriageway;
- Seating should be no lower than 450mm from ground level, with minimum 450mm seat depth and 100mm heel space; perch type seating should be considered and sufficient space would be required for wheelchairs alongside the seating;
- Positioning of drainage grilles should be against the direction of travel;
- Litter bins should not reduce the footpath width;
- Directional signage should be provided at junctions;
- Tree planters should be rounded and should not reduce the width of the pathway;
- Opportunity to provide level access for businesses;
- Businesses should not locate tables and chairs on the footpath;
- Basement of Revenue building extends under the footpath on Cathedral Street and has a number of light wells which are covered with concrete paving slabs;
- Need sections through Cathedral Street showing footpath and basement retaining wall;

- Query depth of new slabs to be provided on footpath, waterproofing measures, water tightness of basement and whether light wells will be replaced, method of lifting paving and adjacent road surface, monitoring of adjacent properties to ensure no structural impacts on them, drainage details below road surfacing and falls of new paving to ensure that footpath surface runoff is away from building elevations;
- Structural integrity of frame and retaining wall below footpath needs to be assessed;
- Construction details and section of new bollard foundations below footpath required;
- Query how access, including disabled access, will be maintained during construction;
- Note investment in Brannigans pub to create a viable commercial enterprise on Cathedral Street;
- Proposed works welcome in principle but relocation of loading bays to southern side of Cathedral Street could have a negative impact on businesses on this side of the street;
- Proposed loading bays on south side of Cathedral Street would reduce visibility of businesses on this side of the street which depend on pedestrian footfall, while there is only one commercial premises on the north side of the street;
- Loading bays would impact on potential of two vacant units on south side of Cathedral Street to attract operators;
- Loading bays should be maintained in their current position or relocated to Thomas Lane;
- Requirements of Dunnes Stores in relation to access for servicing and deliveries, loading bays, ESB substation access, fire access and works during the Christmas period;
- Confirmation required that changes will not impact on deliveries to Dunnes Stores from rigid delivery vehicles;
- Dipped kerb should be provided at relocated loading bay;
- Loading bay access should be maintained during construction works and there should be an enforcement regime to deal with illegal parking on loading bays;
- Tree planting or new street furniture should not restrict access to the ESB substation adjacent to Dunnes Stores or to their fire access doors;
- Improved lighting needed to Cathedral Street and Thomas Lane;
- Owners of Vintage Teapot on south side of Cathedral Street have already invested heavily in the street;
- Unclear if relocation of disabled parking spaces to south side of Cathedral Street would benefit users as many of them are visiting the Revenue office on the north side;
- Loading bays on Cathedral Street should be retained in their current position or their hours of use should be restricted to early morning so as not to negatively impact on businesses on the south side of the street.

Sackville Place

- Note permission for a 157-bedroom hotel at Sackville House on the northern side of Sackville Place, with works due to commence;
- Proposed public realm upgrade works are welcome and will help to create a high quality streetscape on Sackville Place;
- Sackville Place will act as an important linkage between O'Connell Street and the new Luas stop on Marlborough Street;
- No work sequence or programme of works included in the application;
- Need for liaison between applicant and project management of new hotel in relation to traffic management and sequencing of works;
- Works would need to be complete in advance of March 2019 when new hotel is due to open;
- Tree planting in front of hotel on Sackville Place should be low in height to avoid impacting on light to hotel bedrooms;
- Positioning of trees should not obstruct key views of signage for hotel and adjacent cafe;

- Memorial plaque on footpath of Sackville Place should be appropriately situated in relation to the hotel and this should be subject to discussion;
- Works to Sackville Place should be co-ordinated with works at Sackville House (Reg. Ref. 3919/15);
- Footpath width should be 2m to allow two wheelchairs to pass one another; where this is not the case passing places should be provided;
- Location of bicycle stand, seating, planting and memorial stone on Sackville Place should not compromise the footpath width required for wheelchair users – seating and planting could be clustered rather than occupying the length of the street;
- Sackville memorial should allow for a minimum footpath width of 1.5m;
- Sackville Place is too narrow to accommodate a bicycle stand;
- If kerbs are provided dished access points will be required;
- Bollards should be 1m high, 250mm wide, should be differentiated in colour and should not be linked by chains;
- A crossing point should be provided on Sackville Place;
- Taxi rank on Sackville Place should provide an accessible taxi space with room for a ramp or hoist;
- Note permission for redevelopment of Clerys site which provides for a significant public realm upgrade to Earl Place (Reg. Ref. 3442/16);
- Upgrade works to Sackville Place should be consistent with the materials, finishes and overall design of permitted works to Earl Place;
- Works should not be undertaken on Sackville Place until after redevelopment of Clerys site and other surrounding sites and public realm works should be carried out in tandem;
- Taxi rank should not be retained on Sackville Place due to narrow width of street;
- Projecting footpath on southern side of Sackville Place opposite Earl Place should be removed as it restricts delivery vehicles;
- Two-way traffic between Earl Place and Marlborough Street should be retained to allow delivery vehicles to exit Sackville Place;
- Existing daytime loading bay on Sackville Place should be retained;

General

- Proposed improvement works are welcome in principle;
- Paving, lighting and public realm improvements will enhance the character of the area as a destination for shopping and hospitality, and will improve pedestrian connections between O'Connell Street and Marlborough Street, both of which have Luas stops;
- Investment in the public realm is welcome;
- Streets affected by proposal are important for delivery access;
- Deliveries, waste collection and other access must be maintained during works; temporary loading bays should be allocated if required;
- A detailed work schedule and direct point of contact with contractors would be required;
- There should be a moratorium on works during the Christmas period (mid-November to the beginning of January);
- Location and type of trees should be agreed with local businesses, and should not block views of the street;
- Bollards, bins and lamp posts should not impede people exiting from disabled car parking spaces;
- No lighting shown on plans;
- A street survey should be carried out before finalising position of trees and street furniture;
- Ongoing communication needed between Dublin City Council and any businesses affected by the works.

These submissions are noted and the issues raised will be addressed below.

Interdepartmental Reports:

Drainage: Report received, no objection subject to the conditions shown below

The following requirements of the Engineering Department (Drainage Division) shall be complied with:

a) The developer shall comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from www.dublincity.ie Forms and Downloads).

b) The drainage for the proposed development shall be designed on a completely separate public foul and surface water sewers with a combined final connection discharging into the public combined sewer system.

c) There are existing public sewers running through the site. A clear distance of three metres shall be maintained between sewers and all structures on site. The exact location of this pipeline must be accurately determined onsite prior to construction work commencing. No additional loading shall be placed on this sewer. Any damage to it shall be rectified at the developer's expense.

d) The developer shall carry out both a pre- and post-construction CCTV survey on the public sewers affected by this development, as agreed with Drainage Division. The pre-construction survey is to be submitted to the Drainage Division prior to works commencing on site. The post-construction survey is to be submitted to the Drainage Division for written approval and any damage to the sewer shall be rectified at the developer's expense.

e) The development shall incorporate Sustainable Drainage Systems in the management of stormwater. Full details of these shall be agreed in writing with Drainage Division prior to commencement of construction.

f) Where pipelines are to be taken-in-charge by Dublin City Council, as-constructed drawings of all pipelines complete with CCTV surveys, to a standard specified by Drainage Division, must be submitted to Drainage Division for written sign-off.

g) Dublin City Council's drainage records are indicative and must be verified on site. The developer must carry out a comprehensive site survey to establish all drainage services that may be on the site. If drainage infrastructure is found that is not on Dublin City Council's records the developer must immediately contact Dublin City Council's Drainage Division to ascertain their requirements. Detailed "as-constructed" drainage layouts for all diversions, extensions and abandonment of the public drainage network; in both hard and soft copy in an approved format; are to be submitted by the developer to the Drainage Division for written approval. See section 5 of the above-mentioned Code of Practice for more details

REASON: In the interests of orderly development.

Roads/Traffic: Report received; note consultation with Roads and Traffic prior to lodgement of application; principle of proposed public realm improvements is supported; proposals are part of the implementation of the public realm masterplan for the city core, which is a statutory document under the development plan; the corporate public realm team is a cross-department multi-disciplinary team, which also includes representation from the transportation planning team; no objection subject to continued liaison between the applicant and the engineers in the traffic advisory group and road maintenance as the development progresses.

Conservation: Report received with a number of observations, including: inherent variations within surfaces and edges of reinstated historic kerbs and paving slabs must be accommodated within the paving arrangement; cutting of historic stones not permitted; details of light fitting locations and types should be provided; no falls or surface water drainage outlets are shown; no water meter boxes indicated; no detailed drawings of street furniture, bollards or litter bins – these should complement the ACA and scheme of special planning control for O’Connell Street; need to clarify whether existing cast-iron drainage channels would be omitted or removed; where feasible, applicant should repair historic kerbs or paving stones where these have been damaged or replace them with salvaged ones if they are beyond repair; repairs should be carried out in accordance with best conservation practice; new paving layout should accommodate shape and size of existing historic paving kerbs and slabs when reinstated; historic stones should not be cut without prior agreement of the planning authority; note row of historic granite kerbing in front of the M&L Chinese restaurant and Dunnes Stores which is shown on existing plan but not on proposed layout – applicant would need to clarify where this material would be located or reinstated; note bollards shown on Cathedral Street directly adjacent to inner/pavement side of reinstated historic paving and kerbing; details of the bollard sockets should be provided; bollards should not touch or interfere with the historic paving or kerbing; 3D images show bollards set into the historic paving and kerbing but this is not acceptable; bollards should be positioned to avoid interference with the historic fabric; on Sackville Place three sections of historic paving on the existing layout have been omitted from the proposed layout and this needs to be clarified; antique granite kerb on north side of Sackville Place is noted as being of good quality and worthy of retention; need to clarify whether it is intended to reinstate this; need to clarify whether existing coalhole cover is to be retained within the streetscape; need to clarify origin or relocated antique granite flags on south side of Sackville Place adjacent to tourist office, hair salon and betting shop; lifting, storage, cleaning, repair and reinstatement of historic paving flags and kerbs shall be executed in accordance with conservation architect’s specifications and supervision, all in accordance with best conservation practice, DoEHLG Architectural Heritage Protection Guidelines and Advice Series.

External Consultees:

Irish Water: No submission received.

Transport Infrastructure Ireland: No submission received.

Appropriate Assessment:

The covering submission notes that the two sites are not located within, or adjacent to, any Special Area of Conservation or Special Protection Area, while the only pathway to these areas is by surface water flows from the sites to Dublin Bay via the Ringsend water treatment plant. It is stated that, as there will be no change to the use of the site and the proposal will include some tree planting, the proposal should result in improvements to the quantity and quality of surface water runoff. An appropriate assessment screening has been carried out and this indicates that, due to the location of the sites and the nature of the proposed development, no significant effects are likely to arise, either alone or in conjunction with other plans or projects that would result in significant impacts to the integrity of the Natura 2000 network. It is therefore concluded that a Stage 2 appropriate assessment is not required.

Planning History

The site consists of two areas of public realm. There is no known planning history on the site. The following may be of relevance on adjoining or adjacent sites:

Sackville Place/Earl Place

3442/16: Permission granted for development at a c.0.64ha site located at 18-27 O’Connell Street Lower, Sackville Place, Earl Place and Earl Street North (known as the Clerys Building, a protected structure), Nos. 13,14 and 15 Earl Place (Clerys warehouse), and Nos 94 and 95 Marlborough Street; site includes Earl Place from Sackville Place to Earl Street North and existing link bridge between the building at Nos 18-27 O’Connell Street

Lower and the building at Nos 13, 14 and 15 Earl Place, to comprise **refurbishment, extension and partial change of use of Clerys building** at 18-27 O'Connell Street Lower, Sackville Place, Earl Place (not including the northern element to Earl Street North and Earl Place) to provide a **mixed use retail, office, café, restaurant and bar development**, to include alteration and removal of fabric at second floor level, upgrade/renewal of second floor, including provision of a terrace at third storey (second floor) level to part of the north elevation, to accommodate new structure and replacement and extension of existing third floor office and plant level and **provision of two new floors, to provide an overall building of six storeys over two basement levels with a gfa of c.18,079m²** comprising c.2,000m² **retail/café/restaurant** at basement (-1), c.3,478m² **retail floor space** in two units both over ground and first floor level, two **café/restaurant/bar units** at ground floor and basement (-1) of c.416m² and **café/restaurant/bar unit** at first floor of c.317m²; c.94m² **café/restaurant/retail/retail services (Class 2)/bar use** in two units at ground floor level, a unit of c. 210m² comprising an entrance lobby/foyer area with ancillary **bar/café use** with access from Earl Place to serve the top floor destination at fifth floor level, c.5,647m² **office floorspace**, c.1,733m² top floor **destination floor space**, plus **ancillary basement and back house areas**; development to include a **central glazed atrium** from ground to fifth floor (sixth storey) level; permitted development includes restoration and cleaning of retained facades, refurbishment of retained windows and replacement of some existing windows in the O'Connell Street façade, **replacement of the existing Earl Place and part of the Sackville Place facade** including replacement windows, amendments to ground floor elevation to O'Connell Street and Sackville Place, **Demolition of existing Clerys warehouse building at 13,14 and 15 Earl Place and construction of a seven-storey building of c. 8,337m² gfa**, including a **176-bedroom hotel**, a c.426m² gfa **café/restaurant/bar** unit at ground floor level with access from Earl Place and **including the restoration, internal and external refurbishment and change of use of Nos 94 and 95 Marlborough Street**, part demolition and internal and external refurbishment of existing link bridge between Nos 18-27 O'Connell Street Lower and the building at Nos 13,14 and 15 Earl Place and its incorporation into the hotel use (linked to the first floor of the hotel and first floor of the Clerys building), for use as a double height hotel reception/lobby area to include a terraced seating area on the roof of the link bridge; **demolition of northern element** (with frontage to Earl Street North and Earl Place) **of Clerys building and construction of a c.5,539m² six-storey office building, public realm upgrades to Earl Place**, all associated and ancillary works, including site infrastructure works, provision of roof plant on hotel and office buildings and on a sunken level on the new glazed roof to the Clerys Building, hard and soft landscaping (appeal withdrawn).

3919/15: Permission granted for development at a 0.125 hectare site at Sackville House, located at Sackville Place, Earl Place and Marlborough Street, to consist of change of use of the existing 3,281m² gross Sackville House from retail/ commercial use at basement and ground floor level and office use at upper floors, to hotel use at basement, ground and upper floors and retail/restaurant/cafe use in one unit of 86m² gross at ground floor level and provision of an additional three storeys to the existing building to provide a seven-storey building; setbacks to be provided at sixth and seventh storeys; a terrace to be provided to the north elevation at first floor level and a terrace on the south, east and west elevations at sixth floor level; hotel to accommodate 158 bedrooms and ancillary facilities including reception/entrance area at ground floor level on Sackville Place, a ground floor bar/cafe/restaurant area, and back of house facilities; development to include replacement of existing facade with new façade, extension to existing basement level to provide ancillary/back of house facilities for the proposed hotel and all associated and ancillary works, including all internal works, staff bicycle parking, green roof, public realm upgrades and hard and soft landscaping to Sackville Place, Marlborough Street and Earl Place. The decision to grant permission was upheld by An Bord Pleanála on appeal.

3199/14: Permission granted for construction of a new, single leaf entrance gate complete with decorative side panels to the front elevation for security purposes and the

removal of the existing roller shutter door and boxing at No. 16/17 O'Connell Street Lower, junction of Sackville Place and O'Connell Street Lower (building is a protected structure).

Cathedral Street

2380/14: Permission granted for construction of external universal disabled ramp to west side of south entrance off Cathedral Street within podium area to comply with current building regulations; development to consist of removal of an existing set of steps which are not the main steps to the south entrance, alterations to site services to incorporate ramp and insertion of new railings to match existing on steps in front of south entrance to St.Mary's Pro-Cathedral, Marlborough Street, (protected structure).

Assessment:

The proposal is for public realm improvement works to Cathedral Street and Sackville Place. The proposal includes removal and replacement of the existing asphalt and concrete road surfaces with a new paved granite carriageway, to include loading bays, disabled parking and taxi ranks, removal of existing asphalt, concrete and paved footpaths and replacement with new granite flags, while areas of historic paving and kerbs would be retained. The proposal also includes removal of existing street furniture and replacement with new street furniture, tree planting, seasonal planting containers and seating. Changes to existing traffic movements on Cathedral Street are proposed in tandem with the proposed public realm improvement works and the recently completed LUAS Cross City works. The proposals include all necessary service, utility and associated site works, with works to be programmed so that businesses can remain open and disruption is minimised. It is noted that the areas for the proposed works lie within the designated O'Connell Street Architectural Conservation Area and the Scheme of Special Planning Control for O'Connell Street and Environs 2016. The proposed works also relate to the public realm adjacent to the following protected structures: Ref 5034 - Marlborough Street, Dublin 1: St Mary's Pro-Cathedral; Ref 5035 - 84 Marlborough Street, Dublin 1: House and shop; Ref 6003 - 18-27 O'Connell Street Lower, Dublin 1: Department Store (Clery's); Ref 6002 - 17 O'Connell Street Lower, Dublin 1: Commercial Premises.

The wider area of Cathedral Street (between Thomas Lane and O'Connell Street) currently has loading areas and two disabled parking spaces on the north side and taxi parking on the south side. This area has a poor quality concrete surface although the area in the vicinity of the junction with O'Connell Street has been upgraded. The narrower area west of Thomas Lane has a paved surface, with pedestrian and vehicular areas delineated by drainage channels and bollards. In the wider area it is proposed to provide taxi parking on the north side and disabled parking and loading on the south side. The street would narrow in the area adjacent to the junction to O'Connell Street, allowing for one-way traffic (west-east only) with a tree and a bench on each side of the pinch point. Retained antique kerbs would be re-laid between the parking areas and the footpaths. A second pinch point defined by trees and seating would be provided just west of the junction with Thomas Lane. The street would be repaved in granite paving. The narrower area between Thomas Lane and Marlborough Street would also be repaved in granite paving and the footpath would be widened. The area between the footpath and the road would be delineated by bollard strips and sockets. A number of benches are shown along the bollard strip to the south.

Sackville Place has taxi parking and loading on its southern side in the area west of Earl Place (i.e. adjacent to O'Connell Street). There is a double yellow line along the northern side, in front of the side elevation of the Clerys building. The area between Earl Place and Marlborough Street is wider and has a wide area of footpath in front of Sackville House to the north, with bollards and bicycle stands. The Sackville memorial is set into the footpath adjacent to the junction with Marlborough Street. There is taxi parking and a narrow footpath in the area to the south. The road surface is generally poor quality. It is proposed to repave Sackville Place in granite paving. In the area between Earl Place and O'Connell Street the street would be one-way in an east-west direction, and would narrow at the junction with O'Connell Street with a tree and bench south of the pinch point. Taxi parking and loading

would be provided along the south side of the street, with the loading being mainly in front of the Sackville public house and a private laneway, where there is currently a mix of loading and taxi parking. The footpath to the south of the taxi and loading area would consist of retained and relocated antique granite flags. Strips of bollards and bollard sockets would define the area between the road and footpath. Trees, bench seating and bicycle stands are proposed in the wide area of footpath to north of the street between Marlborough Street and Earl Place, with taxi parking in the area to the south. Retained antique kerbs and bollard sockets are shown in the area between the public footpath and the taxi parking area. The Sackville bombing memorial is shown reinstated in the area of footpath to the north adjacent to Marlborough Street.

Policy

The site comprises areas of Public Street and, as such, is unzoned in the Dublin City Development Plan (2016-22). The site is within the architectural conservation area (ACA) of O'Connell Street. The area of the site adjacent to O'Connell Street is also within a conservation area. In the development plan Sackville Place and Cathedral Street are designated Category 2 retail streets.

Chapter 7 of the development plan notes that the O'Connell Street and Grafton Street areas of special planning control remain pivotal in ensuring that only suitable uses are permitted in the heart of the city. Challenges include ensuring that the city centre remains the prime retail destination in the State, expanding pedestrian footfall beyond the immediate areas of Henry Street and Grafton Street and strengthening cross-river links and pedestrian routes linking the north and south retail cores to create a more cohesive retail core. Dublin city centre retail core is the highest level of the retail hierarchy in the city. Section 7.5 of the plan sets out the strategy for strengthening Dublin as a retail destination and this includes maintaining the role of the city centre as the main retail centre for comparison goods in the country through continuing to develop the retail environment, the quality of the public realm and the range of retail uses and facilitating complementary uses to retail. Policy RD22 is to encourage environmental and streetscape improvement works conducive with the improvement of the pedestrian environment and the creation of better links within and between shopping areas in the city centre retail core in line with the objectives of 'Your City, Your Space – Dublin City Centre Public Realm Strategy (2012)'

On July 9th 2001, Dublin City Council designated O'Connell Street and environs as an Architectural Conservation Area in recognition of its major architectural, historical, cultural, artistic and social importance to the city. Dublin City Council subsequently approved a Special Planning Control Scheme for the entire O'Connell Street Architectural Area on June 8th 2003 in order to provide more appropriate guidance on how to achieve a strong and dynamic relationship between the quality of architecture and the uses to which it is put. The 2003 Special Planning Control Scheme was reviewed and updated in September 2009.

A revised Scheme of Special Planning Control was adopted for the O'Connell Street area in January 2016. The site is within the area of special planning control. The designation allows the planning authority to set development objectives for the preservation or enhancement of the area that would further strengthen its designation as an Architectural Conservation Area. It is stated that the revised scheme is required in order to have 'the right land use policies in place for the future in order to maintain the architectural character of the O'Connell Street area and facilitate compatible land uses which will invigorate the area and benefit the entire city'. The duration of the scheme is six years. Objectives of the scheme include the promotion of high quality and inclusive design in order to improve the quality of the public realm and open spaces, with standards for the development and maintenance of the public realm in the context of the Dublin City Public Realm Strategy and Luas Cross City. Public realm objectives are to promote high quality and inclusive design to improve the quality of the public realm and open spaces and to provide for a high quality range of street furniture that will enhance the public realm.

A design report has been submitted for the proposal. This refers to the policy context surrounding the proposal, including the planning authority's public realm strategy – *Your City, Your Space* (2012) and the *Heart of Dublin, City Centre Public Realm Masterplan* (2016). Policy SC02 of the current development plan is to implement the actions and projects contained in the public realm strategy (and any successive public realm strategy) while Cathedral Street and Sackville Place are specifically identified as Luas associated projects, directly impacted by the delivery of Luas Cross City in December 2017 and resultant increase in pedestrian footfall along streets linking Marlborough Street and O'Connell Street. The policy context includes the location of the site in the architectural conservation area (ACA) of O'Connell Street, the Scheme of Special Planning Control for the ACA and the O'Connell Street Integrated Area Plan (1998). Public realm improvements are proposed to adjoining streets in the City Centre Masterplan. The permissions for the redevelopment of the Clerys and Sackville House sites, resulting in a further increase in footfall in the area, are also noted. It is also noted that there are four protected structures in the vicinity of the site – the Pro-Cathedral, the house and shop at 85 Marlborough Street, Clery's department store and the commercial premises at No. 17 O'Connell Street Lower.

The covering submission states that the proposed construction works would be carried out in a series of work fronts related to an overall traffic management plan, the purpose of which is to minimise disruption to the general public, to existing traffic movements and to business premises during the course of the works. It is stated that a work front extends from one intersection to another and the sequence depends on the traffic management plan for the works, and on other factors.

It is stated that the proposal aims to provide an enhanced pedestrian experience for residents, workers and visitors to the area, in addition to pedestrians crossing the streets between the two Luas lines on Marlborough Street and O'Connell Street. It is stated that the proposed works would improve the comfort and safety of the streets for pedestrians, extend the O'Connell Street experience into the side streets, accommodate the traffic and loading requirements of businesses and hotels on the streets, the Pro-Cathedral, the general public and mobility and visually impaired persons. The proposal would apply the principles of universal design, in order to allow comfortable and safe access and use by persons regardless of age, size or ability. The proposal would also encourage animation of the street by shops and restaurants, provide tree planting, seasonal planters and seating opportunities where appropriate and promote a quality pedestrian environment by the use of high quality stone paving and street furniture.

The two streets currently have asphalt and concrete carriageways and narrow kerbed footpaths. It is stated that the proposal comprises slight realignments to the existing carriageways in order to increase footpath widths, with level surfaces to be provided between carriageways and footpaths to create an improved pedestrian environment. The dominant palette of materials will reflect those used on O'Connell Street as part of the public realm upgrade to the street under the O'Connell Street Integrated Area Plan. These include silver grey granite paving for the carriageways and footpaths, with the carriageway differentiated from the footpath by a dished road drainage channel, providing a level/flush kerb along the streets. It is proposed to provide bollards where appropriate to protect pedestrians from vehicles, and to protect private landing areas and cellars located in the footpaths. The small number of existing antique kerbs and flags are to be retained and incorporated into the new paving. An architectural heritage assessment gives further details of these, while an archaeological, architectural and cultural heritage impact assessment has also been submitted. Photomontages have been submitted showing the impact of the proposed public realm works, including paving, seating, trees and street furniture.

Architectural Heritage Impact Assessment

The architectural heritage impact assessment notes that a number of protected structures adjoin the site. These include No. 84 Marlborough Street/Cathedral Street (Carthy Jewellers), St. Mary's Pro-Cathedral, 16-17 O'Connell Street Lower/Sackville Place (tourist

office), 18-27 O'Connell Street Lower/Sackville Place (Clerys) and 7-8 Lower Abbey Street (Veritas, with rear access from Sackville Place). A number of the surrounding buildings are also on the National Inventory of Architectural Heritage (NIAH) and these include the Pro-Cathedral (national rating), Carthy Jewellers (regional rating), Brannigans, Cathedral Street (regional rating), Clerys (national rating), Veritas building (regional rating), the Sackville pub on Sackville Place (regional rating) and the tourist office on O'Connell Street (regional rating). The area was originally part of the lands of St. Mary's Abbey. The street pattern in the area was laid out as part of the Drogheda estate (1679 – 1714) with Drogheda Street eventually becoming what is now O'Connell Street. Sackville Place was also laid out as part of the Drogheda estate while Cathedral Street was constructed at a later date. The site later became part of the Gardiner Estate and Drogheda Street was widened to become Sackville Street (later O'Connell Street). Cathedral Street was laid out at around this time. Sackville Street was widened by the Wide Streets Commissioners and Carlisle Bridge (later O'Connell Bridge) was opened in 1795. Cathedral Street was known as Elephant Lane and then Tyrone Place, before being renamed Cathedral Street in 1900.

The 1916 Rising resulted in the loss of many of the buildings along the east side of Sackville Street, with the eastern end of Sackville Place faring better, while much of Cathedral Street was destroyed during the subsequent War of Independence. the damage. Much of the architecture of Sackville Place and Cathedral Place therefore dates from the rebuilding of O'Connell Street in the 1920s, including the Clerys building (1917-21) and the Department of Revenue offices at Hammam Buildings (1925).The Pro-Cathedral, which was completed in 1825, survived. A number of car bombs exploded in the Sackville Place area between 1972 and 1973, resulting in fatalities. These are commemorated by a bronze memorial plaque set into the existing granite flagstones in the footpath.

It is stated that Cathedral Street retains little historic material; however, historic Leinster granite kerbs survive on the northern side at the western end (west of Thomas Lane). Sackville Place retains a considerable amount of historic paving on its south side, while other sections of historic footpath in Leinster granite flags also survive. The Sackville memorial is integrated into the public footpath, consisting of ten granite flags with inlaid bronze flowers and a square bronze plaque with a commemorative inscription. While the paving is generally of good quality, there has been some damage and wear and tear over the years. The paving is considered to be of architectural, technical, historical and artistic significance.

A conservation methodology has been included and this states that all works should be carried out in accordance with good conservation practice, as set out by the International Council on Monuments and Sites in the Venice Charter (1964) and subsequent charters. Principles include works being carried out based on an understanding of the site and its historical development, alterations to be carried out in accordance with the principle of minimal intervention, repairs to historic fabric to be favoured over replacement, any replacement to be historically accurate in form and materials, reconstruction of lost elements to aim for historic accuracy and avoid conjecture, modern interventions to be reversible and visually identifiable, new work to be recorded and works to be carried out by suitably skilled craftspeople. Works to historic paving materials should be in accordance with the guidelines issued by the DCHG and the planning authority and works to historic granite kerbstones, including removal, repair and reinstatement, should be carried out in accordance with best practice.

It is stated that the proposal would minimise the impact on historic kerbing by retaining it in its original position. Raising of the roadway will cover the face of the kerbs but their rounded edges will remain visible above the road surface. In relation to historic flagstone paving, relaying of the footpaths will allow incongruous alterations to be reversed and isolated areas of paving to be consolidated to greater effect.

Conservation Report

A report has been received from the conservation office. This notes that the inherent variations within the surfaces and edges of reinstated historic kerbs and paving slabs must be accommodated within the paving arrangement. It is stated that, where feasible, the applicant should repair historic kerbs or paving stones where these have been damaged or replace them with salvaged ones if they are beyond repair, while the repairs should be carried out in accordance with best conservation practice and the new paving layout should accommodate the shape and size of the existing historic paving kerbs and slabs when reinstated and historic stones should not be cut without prior agreement of the planning authority. It is noted that the row of historic granite kerbing in front of the M&L Chinese restaurant and Dunnes Stores is shown on the existing plan but not on the proposed layout, and the applicant would need to clarify where this material would be located or reinstated, while details of light fitting locations and types would also need to be provided. It is noted that bollards are shown on Cathedral Street directly adjacent to the inner/pavement side of the reinstated historic paving and kerbing, and details of the bollard sockets would need to be provided, while the bollards should not touch or interfere with the historic paving or kerbing. In this regard it is noted that the 3D images show bollards set into the historic paving and kerbing but this is not acceptable, and the bollards should be positioned to avoid interference with the historic fabric. On Sackville Place three sections of historic paving on the existing layout have been omitted from the proposed layout and this needs to be clarified, while the antique granite kerb on the north side of Sackville Place is noted as being of good quality and worthy of retention and clarification is required in relation whether it is intended to reinstate this, and whether the existing coalhole cover is to be retained within the streetscape. The origin of the relocated antique granite flags on the south side of Sackville Place, adjacent to the tourist office, hair salon and betting shop, also needs to be clarified. It is stated that the lifting, storage, cleaning, repair and reinstatement of historic paving flags and kerbs shall be executed in accordance with conservation architect's specifications and supervision, all in accordance with best conservation practice, DoEHLG Architectural Heritage Protection Guidelines and Advice Series.

Issues Raised and Response

The issues raised in the third party submissions can be summarised as including the impact of the proposed changes to surfaces and paving, particularly on disabled and visually impaired persons, issues relating to the location and impact of street furniture, trees, loading bays and taxi parking, including the impact on businesses and stakeholders in the area, the permitted new hotel on Sackville Place and the permitted redevelopment of the Clerys site and Earl Place, the need to consult with local businesses and stakeholders, issues relating to Thomas Lane and to the requirements of individual businesses.

It is proposed to provide a level surface along the two streets to ensure consistency with surface treatments in the central retail core, including the O'Connell Street, Henry Street/Mary Street and Grafton Street areas. It is proposed to delineate the carriageway from the footpath by means of drainage channels with bollards and street furniture. The western part of Cathedral Street (leading to O'Connell Street) will accommodate traffic throughout the day, with level surfaces delineated by road drainage channels and bollards. The design of the bollards will be subject to detailed design at a later stage, and this could incorporate measures to improve their visibility. It is noted that a 60mm high kerb could constitute a trip hazard and it is best practice to either have a higher kerb or to have no kerb at all. At signalled junctions, tactile paving would be red with colour differentiation used to delineate changes in the paving.

The site consists of two areas of public road and footpath which are in charge. Detailed design of street furniture, including bollards, paving patterns and colours, tactile paving etc. will therefore be by the Environment and Transportation Department, in consultation with the PPN Disability Linkage Group and taking into consideration the issues raised in the submissions received. It is noted that there is a need for a high quality public realm and that asphalt is not considered appropriate in this context. All materials are to comply with

minimum design requirements for slip resistance. It is accepted that the absence of a height delineation can result in confusion and disorientation and in this regard differentiation in the colour of the paving can be considered.

It is noted that no funding is in place for works to Thomas Lane or for other laneways parallel to O'Connell Street and Marlborough Street. The works to Earl Place are to be carried out by a private developer subject to the requirements of the planning authority, in conjunction with the permitted works to the Clerys site. The current proposal focuses on Sackville Place and Cathedral Street, both of which are likely to experience increased footfall due to the two new Luas cross city lines at O'Connell Street and Marlborough Street.

The design and exact location of seating will be determined as part of the detailed design, taking into account the issues raised in the submissions. For safety reasons, seating should not be located so that it extends into a vehicular carriageway. The location of bollards will have regard to the access requirements for the Pro-Cathedral. The capacity of litter bins is a waste management issue and outside the remit of this application.

The proposed location of disabled parking, taxi parking and loading areas have been determined in accordance with best practice, including safety considerations. Delivery times can be agreed with the Traffic Advisory Group. In this regard it is noted that the default times for loading bays to be in operation are 7am to 7pm. It is noted that Cathedral Street is to be one-way, and that u-turns would therefore not be permitted. It is considered desirable to retain existing taxi parking in the vicinity, while consideration will be given to the issue of providing space to accommodate disabled taxi parking and space for access to such taxis. The works will be carried out in accordance with a traffic management plan in order to minimise disruption to businesses, stakeholders and the general public, with consultation in relation to the sequencing of the works. Provision can be made for a moratorium over the Christmas period, subject to consultation with the Traffic Advisory Group, and communication will be maintained with businesses in this regard. In the case of new developments which impact on the public realm (e.g. at Sackville House and Earl Place) it is not intended to carry out the proposed public realm works directly adjacent to these until they have been completed, due to the impact of the construction works on the surrounding public realm. It is also noted that the materials to be used in the public realm will be determined by those already in existence in the O'Connell Street area, with a view to ensuring consistency with the wider area, and proposals for Earl Place would be expected to be in keeping with this rather than vice versa. Materials to be used in Earl Place as part of the Clerys application will need to be subject to approval at compliance stage.

It is considered appropriate that decisions in relation to the proposed new trees be made by Parks and Landscape Services Division, who will be responsible for maintaining the trees. Street furniture will also be subject to detailed design, as will road markings, signage and crossing details. It is noted that the existing memorial plaque on Sackville Place is a flat stone, which will be reinstated into the paving in the same general area and will not impact on pedestrians. All tactile paving is to be agreed at detailed design stage; however, it is not proposed to use metal tactile paving. While noting the issues raised in the submissions, the location of bicycle stands, seating and planting is considered to be generally acceptable. Consideration can be given to seating being moveable to facilitate events. Footpath widths will generally be above the minimum of 1.8m to 2m normally required, and in no case will they be less than those existing. Bollards will be to detailed design and to best practice. All lighting will be upgraded and will be wall mounted.

There needs to be a balance between respecting the setting of the Pro-Cathedral on the northern side of Cathedral Street and providing rear access and servicing to premises on the northern side of North Earl Street, which is a pedestrian street. It is noted that alterations to retail frontages to the streets is a matter for the owners/operators of the premises, subject to the necessary planning consents, but is outside the remit of this application. It is not envisaged that the proposed works would encroach on private property, while a street

furniture licence would be required for any tables and chairs on the public footpath and this is outside the remit of this application.

Issues in relation to basements and waterproofing would be subject to detailed design. It is noted that existing light wells are privately owned. In cases where light wells are currently covered up, it is proposed to reinstate the paving with new paving.

Costs and Timeline:

The cost estimate for the proposed public realm improvement works to Cathedral St. and Sackville Place is approximately €1.5M +VAT, and will be funded through development levies as specified in the CPSO Preliminary Appraisal Report. It is anticipated that the design and construction of the public realm improvement works would be phased. Detailed design would begin immediately for Cathedral St. with commencement on site envisaged for late 2018. Detailed design for Sackville Place and commencement on site would follow thereafter.

Conclusion:

The proposal is for works to the public realm on two side streets linking O'Connell Street and Marlborough Street. It is intended that the proposed works would be consistent with works which have previously taken place on O'Connell Street in respect of materials and general character. The proposed works to the public realm are welcome and are acceptable in principle. It is noted that full details and specification of many of the proposed alterations (e.g. paving, street furniture, bollards) have not been submitted. Having regard to the above, it is considered that the proposal would be in keeping with development plan requirements, and with the proper planning and sustainable development of the area. There is therefore no objection to the proposal.

Recommendation:

Accordingly it is recommended that a decision be made by the Elected Members of the City Council to proceed with the proposed development subject to the following recommendations:

1. The detailed design, and selection of materials and colours of the following shall be agreed in writing with the planning authority prior to the commencement of construction:
 - a) All paving, including colour differentiation between footpath and carriageway and tactile paving at crossing points.
 - b) All street furniture, including bicycle stands, bollards, planters, seating and public lighting.
 - c) The exact location of the reinstated memorial stone on Sackville Place.
2. The exact location and species of trees shall be the subject of agreement with the Parks and Landscape Services Division of Dublin City Council.
3. A taxi parking space, suitable for use by wheelchair accessible taxis, shall be provided at a location to be agreed with the Environment and Transportation Department.
4. The lifting, storage, cleaning, repair and reinstatement of historic paving flags and kerbs shall be executed in accordance with conservation architect's specifications and supervision, all in accordance with best conservation practice, DoEHLG Architectural Heritage Protection Guidelines and Advice Series.
5. The following requirements of the Engineering Department (Drainage Division) shall be complied with:

- a) The developer shall comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from www.dublincity.ie Forms and Downloads).
- b) The drainage for the proposed development shall be designed on a completely separate public foul and surface water sewers with a combined final connection discharging into the public combined sewer system.
- c) There are existing public sewers running through the site. A clear distance of three metres shall be maintained between sewers and all structures on site. The exact location of this pipeline must be accurately determined onsite prior to construction work commencing. No additional loading shall be placed on this sewer. Any damage to it shall be rectified at the developer's expense.
- d) The developer shall carry out both a pre- and post-construction CCTV survey on the public sewers affected by this development, as agreed with Drainage Division. The pre-construction survey is to be submitted to the Drainage Division prior to works commencing on site. The post-construction survey is to be submitted to the Drainage Division for written approval and any damage to the sewer shall be rectified at the developer's expense.
- e) The development shall incorporate Sustainable Drainage Systems in the management of stormwater. Full details of these shall be agreed in writing with Drainage Division prior to commencement of construction.
- f) Where pipelines are to be taken-in-charge by Dublin City Council, as-constructed drawings of all pipelines complete with CCTV surveys, to a standard specified by Drainage Division, must be submitted to Drainage Division for written sign-off.
- g) Dublin City Council's drainage records are indicative and must be verified on site. The developer must carry out a comprehensive site survey to establish all drainage services that may be on the site. If drainage infrastructure is found that is not on Dublin City Council's records the developer must immediately contact Dublin City Council's Drainage Division to ascertain their requirements. Detailed "as-constructed" drainage layouts for all diversions, extensions and abandonment of the public drainage network; in both hard and soft copy in an approved format; are to be submitted by the developer to the Drainage Division for written approval. See section 5 of the above-mentioned Code of Practice for more details

REASON: In the interests of orderly development.

The Planning Department have advised the proposed development would be consistent with the provisions of the Dublin City Development Plan 2016-2022 and would be in accordance with the proper planning and sustainable development of the area

This report is submitted to the City Council pursuant of Section 138 of the Local Government Act, 2001 and section 179 of the Planning and Development Act,2000, subject to the provisions of Section 139 of the Local Government Act 2001.

The final date for the Council to make a decision on the proposed Part 8 Public Realm Improvement Works to Cathedral Street and Sackville Place is 14th May 2018

Resolution:

"That Dublin City Council notes Report No 79/2018 and hereby approves the contents therein."

Owen P. Keegan
Chief Executive

28th March 2018