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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:

PROPOSAL LAW: Planning and development Act 2000 (as amended).
Planning and Development Regulations 2001 (as amended) -
Part 8.

Proposal: Pursuant to the requirements of the above, notice is hereby given of the proposed development of a two storey extension to the existing Tunnel Control Building, owned by Dublin City Council and operated by Transport Infrastructure Ireland. The expanded building will house the Motorway Operations Control Centre. The extension footprint is approximately 270m² and it will have a gross floor area of approximately 510m². In addition, there will be modifications to the existing internal road layout, parking and landscaping within the site, including the relocation of existing security gates and the incorporation of additional parking spaces to replace existing spaces within the footprint of the extension.

LOCATION Tunnel Control Building, East Wall Road, Dublin 3

Zoning

In the 2016 – 2022 Dublin City Development Plan the site is zoned Z6 with the objective to provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

Site Description

The subject site is situated on the northern side of East Wall Road and comprises of an existing Tunnel Control Building. The building is used in all processes associated with the operation and maintenance of the Dublin Port Tunnel.

Sponsoring Dept

Environment & Transportation Department, Dublin City Council

Proposed Development

The proposed works will comprise:

A two storey extension to the existing Tunnel Control Building owned by Dublin City Council and operated by Transport Infrastructure Ireland.

The expanded building will house the Motorway Operations Control Centre. The extension footprint is approximately 270m² and it will have a gross floor area of approximately 510m².

In addition, there will be modifications to the existing internal road layout, parking and landscaping within the site, including the relocation of existing security gates and the incorporation of additional parking spaces to replace existing spaces within the footprint of the extension.

Relevant Site History

None on Apas

The Area Committee as appropriate were informed of the initiation of the Part 8 planning process for the proposed development on 22nd February 2018 and following the public consultation the Area Committee was briefed on 8th May 2018.

Observations:

Third Parties: None received

Prescribed Bodies: None received

Interdepartmental Reports

Drainage Division: No objection and recommends conditions

Roads & Traffic Planning Division: No objection and recommends conditions

Planning Assessment:

Relevant City Development Plan policies and objectives which have been considered in this assessment

14.8.6 Employment/Enterprise – Zone Z6

16.2.2.3 Alterations and Extensions

16.38 Car Parking Standards

16.38.5 Disabled Car Parking

The proposed development comprises of a two storey extension to the existing building with a footprint of 270m². The rationale for the extension is stated as being to facilitate the increased level of functionality and number of services required for motorway operations. The building combines Motorway Traffic Control Centre, IT infrastructure and ancillary spaces to facilitate the management of the Motorway Operation Services project.

The extension would have a maximum height of approximately 11metres and the external finishes of the flat roof structure would comprise of powered coated panels and fins, glazing, zinc cladding and curtain walling. The materiality of the extension would be in

keeping and harmonise with the existing building. The extension would be located approximately 90metres from the nearest residential properties which are located on the southern side of East Wall Road.

The application is accompanied by a number of computer generated images of the development from a series of views within the site and also a view from the junction of Bargo Road and East Road. The extension would be visible on approach from East Wall Road and also from East Road; however it is considered that the extension would not adversely impact on the scale and character of the existing building or would it adversely affect the visual amenities of the area.

It is also proposed to alter the car park area. The footprint of the extension will impact on the existing parking arrangement by removing 4 standard parking spaces and 2 disabled spaces. Replacement of the disabled spaces will be provided in the existing car park. An additional 2 disabled spaces will be provided while 4 standard spaces will be lost to accommodate the 4 disabled spaces to comply with development plan standards. The car park will be extended eastwards into the landscaped area to provide the shortfall.

Appropriate Assessment

An Appropriate Assessment (AA) screening, undertaken by Roughan & O'Donovan, was prepared in accordance with the requirements of Article 6(3) of the EU Habitats Directive (Directive 92/43/EEC), Regulations 42 and 43 of the Nature Regulations, Part XAB of the Planning and Development Acts, the relevant case law and the precautionary principle. The screening exercise concluded that the project, either individually or in combination with other plans or projects, is not likely to have a significant effect on South Dublin Bay and River Tolka Estuary SPA or any other Natura 2000 site. The analysis undertaken found that any impacts on the South Dublin Bay and River Tolka Estuary SPA are unlikely, but were they to occur, would be imperceptible, and that there will be no impact whatsoever on any Natura 2000 site as a result of the project. Therefore, the screening report concluded that the project either individually or in combination with other plans and projects, is not likely to have a significant effect on any Natura 2000 site.

Funding

The cost of these works which are expected to be circa €2.5M will be funded entirely by Transport Infrastructure Ireland.

Recommendation

It is considered that the development as proposed accords with the policies and objectives contained within the City Development Plan 2016-2022 and with the proper planning and sustainable development of the area. Therefore, it is recommended that the proposed development should proceed subject to the following recommendations and considerations and subject to the requirements of the respective Divisions and Sections of the City Council provided below.

Conclusion

The proposed development is considered to be in accordance with the Dublin City Development Plan 2016-2022. The proposed development is considered acceptable.

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

The following recommendations have been received from internal Departments;

1. The following recommendations of the Drainage Division of Dublin City Council shall be complied with in the development:

a) The developer complying with the Greater Dublin Regional Code of Practice for

Drainage Works Version 6.0 (available from www.dublincity.ie Forms and Downloads).

- b) The development is to be drained on a completely separate system with separate connections to the public foul and surface water systems.
- c) 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.
- d) For the surface water drainage “ The surface water drainage pipes located under the footprint of the new building will be removed and relocated. Two fuel/oil separators are provided outside the boundary adjacent to the Toll Plaza” shall be implemented/remained.
- e) The proposed flood risk mitigation measures (SuDs proposal) on the proposed report titled enhancing Motorway Operation services , Motorway Operations & Control Centre, Preliminary flood risk assessment / Aug 2017 Appendix E shall be implemented.

2. The following recommendations of the Roads & Traffic Planning Division of Dublin City Council shall be complied with in the development:

- a) Prior to commencement of development, a Construction Management Plan shall be submitted to the planning authority for written agreement. This plan shall provide details of intended construction practice for the development, including traffic management, hours of working, noise management measures and off-site disposal of construction/demolition waste.
- b) Cycle parking shall be provided for as part of the development in accordance with Development Plan Standards.
- c) All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of the development, shall be at the expense of the developer.
- d) The developer shall be obliged to comply with the requirements set out in the Code of Practice.

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

Resolution:

“That Dublin City Council notes Report No 143/2018 and hereby approves the contents therein.”

Owen P. Keegan
Chief Executive

Date 29th May 2018



01 Computer generated view from south-east corner of the site.



02 Computer generated view of proposed entrance.

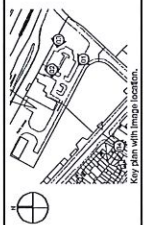


03 Computer generated view from the north-west of the campus.



04 Computer generated view from East Road.

NOTES:
 Drawn at 1:500 scale on A3 paper.
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Key plan with image location.

Rev	Date	Description
01	14/04/17	For part sign application
02	18/04/17	For part sign application
03	05/05/17	For part sign application



Architects: MCA Architects
 Architects: MCA Architects
 Architects: MCA Architects
 Architects: MCA Architects
 Architects: MCA Architects

Client	Transport Infrastructure Ireland
Project	Malinbeg Operations & Control Centre
Drawn	2017.17
Scale	A1
Sheet	01
Project Name	CG IMAGES OF PROPOSED DEVELOPMENT
Project Status	PLANNING
Project Ref	MCC-MCA-Z1-ZZ-DR-AX1030
Revision:	P03