



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

Application No: DSDZ3644/22

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

Applicant: Dublin City Council (Environment and Transportation Department)

Location: Barrow Street, Grand Canal Dock, Dublin 4

Proposal: The proposed works comprise the following:

- Introduction of traffic calming measures;
- Widening of footpaths and provision of improved pedestrian crossing points.
- Resurfacing of carriageway and footpaths.
- Provision of cycle parking and cycle stands;
- Improvements to the public realm to facilitate the disabled, visually impaired and elderly including the introduction of guidance strips, marked crossings and dished kerbs.
- Revised parking, loading bay arrangements and taxi stand facilities.
- Provision of new street lighting, street furniture including seats and bins etc.
- Introduction of new soft landscaping measures including planting and trees.
- Provision of appropriate directional signage and markings
- All necessary service, utility and associated works.

Site Notices:

In place and legible 19/05/2022.

Site Description:

The subject site is located within the Grand Canal Docklands area of the city. The proposal relates to the entire length (c.450m) of Barrow Street, from the junction with Ringsend Road to the north of the street to the junction with Grand Canal Street Upper to the south.

Barrow Street is a two-way road that runs parallel to the east side of the Grand Canal Dock inner basin, on a north-south axis. The street has undergone significant change in recent decades by way of large-scale residential and commercial developments on its east and west sides. The area to the north of the street (east side) is characterised by 19th century terraces of worker's cottages. The redevelopment of the Boland's Mills site on the west side of the junction with Ringsend Road represents the last major building project on the street and is at an advanced stage of construction.

The street passes under the DART railway line towards its southern end with Grand Canal Dock DART station accessible from the west side of the street. The section of the street to the south of the railway underpass is more open and residential in character, comprising an apartment building on the west side and a terrace of traditional two-storey houses on the east side of the street.

Presently the street is dominated by vehicular movement with a carriageway and on-street car parking occupying most of the street. The existing footpaths are generally narrow and vary in construction / finishes. The street environment is somewhat harsh with street trees at its southern end only. There is a high level of pedestrian footfall on the street owing to the density of residential and employment uses in the area and Grand Canal Dock DART station.

Planning Policy:

Dublin City Development Plan 2016-2022

Land Use Zoning Objective

- The section of Barrow Street to the north of the railway bridge is located within Strategic Development Regeneration Area 6 and the North Lotts and Grand Canal Dock Strategic Development Zone. This area is zoned objective Z14; *to seek the social, economic and physical development and/or rejuvenation of an area with mixed use of which residential and 'Z6' would be the predominant uses.*
- The terraced housing on the east side of the street (northern end) is zoned objective Z2; *to protect and / or improve the amenities of residential conservation areas.*
- The apartment development (Shelbourne Village) on the east side of the junction with Ringsend Road, and No. 15 Barrow Street (Bottleworks enterprise centre), are zoned objective Z1; *to protect, provide and improve residential amenities.*
- To the south of the railway line, the Pembroke Square apartment development is zoned objective Z1 and the properties on the opposite (east) side of the street are zoned objective Z2.
- The remainder of the properties on the street are within SDRA 6 and/or the SDZ boundary and zoned objective Z14.

Relevant Designations

Barrow Street Railway Bridge is listed on the record of Protected Structures (RPS ref. no. 878).

Barrow Street is located within Flood Zone A (defended) as identified in the Strategic Flood Risk Assessment of the City Development Plan (Appendix 13).

Relevant Policy

Chapter 4: Shape and Structure of the City

- **SC15:** To recognise and promote green infrastructure and landscape as an integral part of the form and structure of the city, including streets and public spaces.

- **SC19:** To promote the development of a network of active, attractive and safe streets and public spaces which are memorable, and include, where appropriate, seating, and which encourage walking as the preferred means of movement between buildings and activities in the city. In the case of pedestrian movement within major developments, the creation of a public street is preferable to an enclosed arcade or other passageway.
- **SC20:** To promote the development of high-quality streets and public spaces which are accessible and inclusive, and which deliver vibrant, attractive, accessible and safe places and meet the needs of the city's diverse communities.
- **SC21:** To promote the development of a built environment and public spaces which are designed to deter crime and anti-social behaviour, which promote safety and which accord with the principles of universal design, as set out in the Dublin City Public Realm Strategy.

Chapter 8: Movement and Transport

- **MT7:** To improve the city's environment for walking and cycling through the implementation of improvements to thoroughfares and junctions and also through the development of new and safe routes, including the provision of foot and cycle bridges. Routes within the network will be planned in conjunction with green infrastructure objectives and on foot of (inter alia) the NTA's Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policy G15 and objective GIO18.
- **MT12:** To improve the pedestrian environment and promote the development of a network of pedestrian routes which link residential areas, with recreational, educational and employment destinations to create a pedestrian environment that is safe and accessible to all.
- **MTO21:** To avail of opportunities to increase footpath widths particularly within the city centre where appropriate.
- **MT14:** To minimise loss of on-street car parking, whilst recognizing that some loss of spaces is required for, on in relation to, sustainable transport provision, access to new developments, or public realm improvements.
- **MT15:** To discourage commuter parking and to ensure adequate but not excessive parking provision for short-term shopping, business and leisure uses.
- **MTO44:** To tackle the adverse environmental and road safety impacts of traffic in the city through measures such as:
 - The implementation of traffic calming measures including the restriction of rat-runs in appropriate areas in accordance with best practice and following advice contained in the Design Manual for Urban Roads and Streets.
 - The ongoing monitoring of traffic noise and emissions, and the assessment and evaluation of air quality and traffic noise impacts of transport policy and traffic management measures being implemented by Dublin City Council.
 - The support of the government's Electric Transport Programme by examining measures that would facilitate the roll-out of charging infrastructure for electric vehicles.
 - To support programmes of action which tackle the issue of road safety in the city.
 - To promote traffic calming in existing residential neighbourhoods through innovative street design and layout such as home zones.
- **MTO45:** To implement best practice in road design as contained in statutory guidance and in the DMURS (the use of which is mandatory) with a focus on place-making and permeability (for example, by avoiding long walls alongside roads) in order to create street layouts that are suited to all users, including pedestrians and cyclists.
- **MT21:** To improve the management and control of traffic in the city, to increase internal and external sustainable accessibility, to safeguard commercial servicing requirements, to mitigate the impact of construction works and to minimise the adverse environmental impacts of the transport system.

- **MT23:** To improve facilities and encourage all relevant transport agencies/transport providers to provide for the needs of people with mobility impairment and/or disabilities including the elderly and parents with children.
- **MTO47:** To develop a city centre pedestrian network which includes facilities for people with disabilities and/or mobility impairments based on the principles of universal design.
- **MTO48:** To provide on- and off-street disabled driver parking bays in excess of minimum requirements where appropriate (see section 16.38.5).
- **MTO49:** To prioritise the introduction of tactile paving, ramps and kerb dishing at appropriate locations, including pedestrian crossings, taxi ranks, bus stops and rail platforms.

Chapter 10: Green Infrastructure, Open Space & Recreation

- **GI14:** To promote the development of soft landscaping in public open spaces, where feasible, in accordance with the principles of Sustainable Urban Drainage Systems.
- **GI30:** To encourage and promote tree planting in the planning and development of urban spaces, streets, roads and infrastructure projects.
- **GIO28:** To identify opportunities for new tree planting to ensure continued regeneration of tree cover across the city, taking account of the context within which a tree is to be planted and planting appropriate tree species for the location.

North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme

The North Lotts and Grand Canal Dock Planning Scheme sets out a holistic template for the development of 22 ha of vacant lands within the SDZ.

Relevant objectives include:

- **CD14:** To promote the development of street infrastructure, walking and cycling routes and public transport routes to enhance connections between residential areas and the community facilities that exist in the wider community.
- **MV4:** To create and support a well-designed network of pedestrian infrastructure to promote and facilitate walking and cycling; provide priority for pedestrians and cyclists along key desire lines, developing routes within the Docklands and linking with the surrounding walking and cycling networks in Dublin City.
- **US8:** To ensure that the public realm as a whole, is legible, cohesive, of high quality, and operates as a connected network. It must be seen as a crucial infrastructure, underpinning economic, social and environmental sustainability.
- **US10:** To ensure that principles of Green Infrastructure inform the design of the public realm.
- **US11:** To ensure that the public realm network of the SDZ interfaces effectively with the strategic public realm network of the inner city.
- **GI5:** To increase the provision of green landscaping including tree planting on streets within the SDZ area and to improve amenity, increase opportunities for wildlife and contribute to improvements in air and water quality and water attenuation.
- **GI10:** To support the development of soft landscaping in public open spaces, where feasible in accordance with the principles of Sustainable Urban Drainage Systems (SUDS).
- **PR1:** To integrate the public realm, streets and routes with the surrounding city.

The Planning Scheme identifies 23 no. city blocks and sets out guidance for individual city blocks.

Barrow Street is located in City Block 17. The guidance provided primarily relates to the redevelopment of the Boland's Mill site.

Public Realm Masterplan for the North Lotts and Grand Canal Dock SDZ

The fundamental objective of the North Lotts and Grand Canal Dock Public Realm Masterplan is to take stock of the existing landscape character and built environment of the area and propose a clear, consistent and legible public realm strategy for its future development, particularly in relation to the waterfront.

Section 5 of the masterplan deals explicitly with the Grand Canal Docks and Dodder and recommends the following:

- Continued use of the same or similar materials for any proposed new developments.
- Identifying areas in need of repair and replacing obsolete fixtures as well as minor interventions.
- Implementing strategic interventions to key areas in particular those which address issues of connectivity and activation of the water bodies.

Recommendations specific to Barrow Street are as follows:

- To create and encourage pedestrian linkages from Barrow Street to the Grand Canal Dock.
- To encourage tree planting at grade where possible.
- To provide cycle-parking along the eastern side of the street.

Planning History

3054/12: Part 8 application for proposed public realm improvement works to Barrow Street for an area extending from the railway bridge to the northern boundary of Gordon House approved 5th December 2012.

The approved works, which were not implemented, comprised the following:

- Introduction of traffic calming measures including the closure of a section of Barrow Street beneath the railway bridge to through vehicular traffic. This was to be achieved by the provision of removable bollards on both sides of the existing railway bridge allowing pedestrian and cyclist movement only.
- Widening of footpaths and provision of improved pedestrian crossing points.
- Resurfacing of carriageway and footpaths.
- Improvements to the public realm to facilitate the disabled, visually impaired and elderly including the introduction of guidance strips, marked crossings and dished kerbs.
- Revised parking, loading bay arrangements and taxi stand facilities. Parking was to be removed between the Railway Bridge and Gordon Street resulting in the loss of 25 no. car parking spaces on Barrow Street.
- Provision of new street lighting.
- Provision of pavement lighting under the Railway Bridge (a Protected Structure).
- Provision of new street furniture including seats and bins etc.
- Introduction of new soft landscaping measures including planting and trees.
- Provision of appropriate directional signage and markings.
- All necessary service utility and associated works.

Pre-Planning Consultation

Pre-Part 8 report prepared February 2022 in respect of the proposed public realm works.

Observations/Submissions

A number of third-party submissions were received. The main issues raised are summarised as follows:

- The pre-application Part 8 documents prepared in respect of the proposal have not been made available to the public and details regarding the existing street environment, including existing on street-car parking provision, have not been provided for the purposes of comparison.
- A Traffic Impact Assessment / Car Parking Strategy should be prepared in respect of the proposal.
- Proposal would result in a loss of on-street car parking, thereby impacting the residential amenity of residents on Barrow Street.
- Proposed 2 no. electric car charging points to the front of No. 10, 11 and 12 Barrow Street would impact on-street car parking for same and should be located on the opposite side of the road.
- Dublin Bikes Station should be reinstated in its original location for continuity.
- A safe and inclusive cycle path for all ages and abilities should be provided; a one-way system for vehicular traffic should be implemented given that the street is well served by public transport.
- Raised pedestrian crossings considered unsafe; zebra crossings recommended.
- A yellow box should be installed outside Pembroke Square apartments as the traffic lights result in the entrance to the development being obstructed.
- More vegetation and trees should be provided.
- No provision has been made for surveillance equipment on the street for security purposes.
- Concerns raised that no measures have been proposed to address the significant wind tunnel effect from the viaduct underpass to the corner shop on Barrow Street.
- General concerns raised that the proposals will not be safe for persons of varying ability / pedestrian friendly.
- Car share spaces should be incorporated into the scheme and active frontage proposed for the corner shop.
- Parking space immediately outside the Dock Mills residential building should be retained for use of residents; disabled car parking proposed.
- More bins are required on the street.
- Footpath widths between Grand Canal Street Upper and DART station considered narrow and provision of bicycle parking at this location would exacerbate the situation.
- Information for the purposes of Appropriate Assessment and Environmental Impact Assessment Screening, as provided at the pre-application stage, has not been included with the application.

Several submissions welcomed the proposed public realm improvement works.

The content of these submissions is duly noted and will be taken into consideration in the assessment of the proposed works.

Interdepartmental Reports

SDZ Implementation Team: No objection objection to a condition. Report extract as follows:

“Pre-application

Pre-Part 8 report completed on 2/3/22. At that time, the proposal was considered to be generally in accordance with the planning scheme.

Assessment of Compliance:

The subject site is located within the North Lotts and Grand Canal Dock Planning Scheme 2014. The planning scheme divides the SDZ into 23 no. city blocks, with part of the subject site, to the north of the rail line, located within Block 17. The subject site is located on Barrow Street, extending north from the Grand Canal Street Upper to the junction with Ringsend Road.

The SDZ Planning Scheme, Chapter 4.12 Public Realm objective PR6 seeks:

To prepare within 12 months of publication of this Planning Scheme, a design brief for the public realm, based on DCC's public realm strategy, to form a Strategic Development Zone Public Realm Strategy. The SDZ Public Realm Strategy will address the design standards to be applied in general across the scheme area. It will not replicate design briefs that will more specifically address City Blocks 21 to 23. It will inform the CBRA process. The scheme will include a particular emphasis on enhancing the character of the main east-west streets (Mayor Street, Sheriff Street, Misery Hill and Ringsend Road) as well as Barrow Street.

Other relevant policies in the planning scheme include the following;

- CD14: To promote the development of street infrastructure, walking and cycling routes and public transport routes to enhance connections between residential areas and the community facilities that existing in the wider neighbourhood.*
- MV4: To create and support a well-designed network of pedestrian infrastructure to promote and facilitate walking and cycling; provide priority for pedestrians and cyclists along key desire lines, developing routes within the Docklands and linking with the surrounding walking and cycling networks in Dublin City.*
- US8: To ensure that the public realm as a whole, is legible, cohesive, of high quality, and operates as a connected network. It must be seen as a crucial infrastructure, underpinning economic, social and environmental sustainability.*
- US10: To ensure that principles of Green Infrastructure inform the design of the public realm.*
- US11: To ensure that the public realm network of the SDZ interfaces effectively with the strategic public realm network of the inner city.*
- GI5: To increase the provision of green landscaping including tree planting on streets within the SDZ area and to improve amenity, increase opportunities for wildlife and contribute to improvements in air and water quality and water attenuation.*
- GI10: To support the development of soft landscaping in public open spaces, where feasible in accordance with the principles of Sustainable Urban Drainage Systems (SUDS).*
- PR1: To integrate the public realm, streets and routes with the surrounding city.*

It is considered that the proposal is generally in compliance with the above-mentioned policies. It includes street trees, parking and electric charging, widened footpaths for pedestrians and will improve the existing surface water arrangement.

The Public Realm Masterplan for the North Lotts & Grand Canal SDZ Planning Scheme 2014, Chapter 5 Grand Canal Dock & Dodder sets out a proposal and plan for Barrow Street (p.67) which states that:

A plan has been prepared by Dublin City Council for the upgrade of the southern part of Barrow Street. It is proposed that the remaining half of Barrow Street will also be upgraded and improved to match the style of the southern upgrade whilst maintaining residential parking for local residents.

The Public Realm Masterplan - Barrow Street Plan relates to the section of the Street north of the railway line. The proposed development as submitted is for the entirety of Barrow Street from Grand Canal Street Upper to Ringsend Road. The proposal for Barrow Street (in the masterplan) states;

2. To create and encourage pedestrian linkages from Barrow street to the Grand Canal Dock.
3. To encourage tree planting at grade where possible.
4. To provide cycle-parking along the eastern side of the street

Toolbox recommendations include;

2. To use natural stone for all pedestrian areas, as well as carriageways for pedestrian crossings where feasible.
3. To use stainless steel finishes for bins, bollards, bike parking areas and other incidental fittings such as service and utility boxes.
4. To conceal, integrate and recess utility boxes into walls as far as possible.
5. To reinstate all Dublin cobble in situ where appropriate

The Barrow Street Proposal includes;

New street trees and also new bike stands on the east side of the street. Whilst the layout is acceptable, the specific materials for surfaces are not clear the drawings submitted. As other matters are in order, it is suggested that these may be clarified in regard to their appropriateness prior to commencement of development.

Conclusion:

In consideration of the vision and objectives of the SDZ, it can be concluded that the proposal is generally in compliance with the SDZ Planning Scheme.

It should be noted that this report has not addressed the other City Development Plan policies relevant to the assessment of the site, but focuses exclusively on SDZ compliance.

The following condition is recommended in the event of a grant of planning permission;

Surface materials to be applied throughout the public realm shall be agreed in advance with the Planning Property Development Department.

Reason; In the interests of clarity and to comply with objective US8 of the North Lotts and Grand Canal Dock planning scheme.”

Drainage Division: No objection subject to conditions as follows:

1. There is no objection to this development, subject to 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).
2. As no surface water management details have been submitted, the developer shall submit a surface water management plan, including drawings and a report, directly to the Drainage Division of Dublin City Council for written approval. These plans shall be submitted not later than the submission of the commencement notice for the development, and drainage works shall not commence prior to the issuing of such written approval.
3. The development shall incorporate Sustainable Drainage Systems in the management of surface water. Full details of these shall be agreed in writing with Drainage Division prior to commencement of construction.

Transportation Planning Division: No objection subject to conditions. Report extract:

“Pre-Part 8 consultation

A pre-part 8 report issued from Environment and Transportation Department in September 2021 after which subsequent meetings were held with the project manager to address issues raised in the report.

TPD Comments

This division welcomes the proposed public realm improvements to Barrow Street. Substantial development has taken place on Barrow Street which has transformed the character of the street. It is considered desirable that the adjacent public realm be upgraded in line with the new developments to create an improved environment for pedestrians in particular.

Recommendations

This division has no objection to the proposed development subject to the following conditions:-

- 1. Any alterations to existing on-street parking, loading Dublin Bikes and taxi ranks etc. shall be agreed in advance of such works with the Area Traffic Engineer, Dublin Bikes Project Manager and the Parking Enforcement Officer.*

- 1. All materials in the public ‘taken in charge’ areas shall be agreed with Roads Maintenance Services.”*

Prescribed Bodies / Consultees

Irish Water: No submission received.

Transport Infrastructure Ireland: No observations to make as per correspondence received.

National Transport Authority: No submission received.

Irish Rail: No objection subject to the following:

- There being no increase in risk to the railway as a consequence of the works and the developer complying with this obligation in the design, construction and operation of the scheme.
- Any proposed alterations to the surface of CIÉ/IE lands, including lands in the vicinity of the railway bridge and the forecourt of Grand Canal Dock Station included within the application site, must be the subject of a licence agreement approved by IE.
- Any services proposed to cross under the railway property must be the subject of a licence agreement with CIÉ/IE.

Planning Assessment

The proposed development would provide for a pedestrian orientated and universally accessible street environment whilst continuing to provide for service functions such as vehicular access, on-street parking, taxi ranks and loading bays. Proposed traffic calming measures include raised tables, widening of pedestrian footpaths and improved pedestrian crossing points. Universal access measures include the provision of guidance strips, marked crossings and dished kerbs. The pedestrian environment beneath the railway bridge would be enhanced by way of wider footpaths and would not detract from the setting of the railway bridge, a Protected Structure. The Barrow Street Dublin Bikes dock would be reinstated at the southern end of the street alongside a Dublin Bike loading/unloading bay.

A coherent hard and soft landscaping treatment is proposed in respect of kerbs and pavers to footpaths, street trees, planting areas, street furniture, lighting and signage. As noted by the

SDZ Implementation Team, the proposed surface materials are not clear from the submitted drawings and should be agreed in advance with the Planning Property Development Department. The Transportation Planning Division has also sought that materials in public 'taken in charge' areas be agreed with Road Maintenance Services. These matters can be dealt with by way of a condition. The SDZ Implementation Team is otherwise satisfied that the proposal is generally in compliance with the North Lotts and Grand Canal Dock SDZ Planning Scheme.

Whilst the Drainage Planning Division has noted that no surface water management details have been submitted, it is satisfied that this matter can be dealt with by way of condition, including a requirement that Sustainable Drainage Systems be incorporated in the management of surface water.

Irish Rail has advised that the application site includes lands in the ownership of Iarnród Éireann / Córas Iompair Éireann and has indicated that any proposed works in respect of same shall be subject to a licence agreement. It has also advised that the proposed works should not give rise to an increase in risk to the railway. These matters can also be dealt with by way of a condition.

Several third party submissions raise concerns regarding the proposed reconfiguration of Barrow Street and the loss of on-street car parking in particular. Broadly speaking, it is considered that the redistribution of road space in order to prioritise more sustainable travel modes should be facilitated at this location in line with the City Development Plan policies cited above, particularly given the high pedestrian footfall on the street.

Overall it is considered that a reasonable quantity of on-street car parking would be retained in proximity to the existing dwelling houses at both the northern and southern end of the street. However, it is noted that just 2 no. on-street car parking spaces would be provided between the junction with Gordon Street and South Dock Street, alongside 2 no. proposed electric vehicle charging spaces. There are 5 no. dwelling houses on this section of the street (No. 10-14 Barrow Street). The provision of just 2 no. regular car parking spaces is considered low relative to the existing scenario, which provides for approx. 4 / 5 no. spaces. Further south, 3 no. regular car parking spaces would be provided to the front of No. 8 Barrow Street, a commercial building (Tots and Co. Montessori), where just 1 no. regular car parking space currently exists. There is scope to relocate the proposed 2 no. electric vehicle charging spaces to this section of the street and provide 4 no. regular spaces to the front of No. 10-14. It is recommended, therefore, that a suitable alternative location for the proposed electric vehicle charging spaces be agreed with the Transportation Planning Division prior to the commencement of development. This amendment was discussed with Transportation Planning and they raised no objection.

Third Party Submissions

The third-party concerns regarding on-street car parking provision have been dealt with in the planning assessment above. The following should also be noted:

- The submitted drawings are sufficient for the purposes of describing the nature of the proposed works and have been deemed to be in accordance with the requirements of the Planning and Development Regulations 2001, as amended. The proposal was the subject to Environmental Impact Assessment screening as part of the pre-application process which had regard to the criteria set out in Schedule 7 of the Regulations. The Planning authority concluded that there is no real likelihood of significant effects on the environment arising from the proposed development and the need for environmental impact assessment was therefore excluded.
- The proposed modifications to the layout of the street are not so significant to warrant the preparation of a Traffic Impact Assessment / Car Parking Strategy.

- The revised location for the Dublin Bikes dock at the southern end of the street where a bike loading/unloading bay can be more easily accommodated is considered reasonable.
- The proposed traffic calming measures would be beneficial for both pedestrians and cyclists; the restricted width of the street appears to militate against dedicated cycle lanes.
- The quantity of street trees and soft landscaping proposed is considered reasonable given the various requirements of the street; the provision of street trees would have a positive effect on the microclimate of the street including wind conditions.

Appropriate Assessment (AA)

The nearest Natura 2000 sites to the development site are:

- South Dublin Bay SAC (Site Code 000210): 1.5km distant
- South Dublin Bay and River Tolka SPA (Site Code 004024): 1.6km distant

An indirect pathway to these sites exists by way of surface water discharged to the Ringsend Waste Water Treatment Plant (WWTP) via the combined sewer on Barrow Street, during the construction and operational phases of the project.

This indirect pathway is also present for the following Natura 2000 sites located within 15km of the development site:

- North Dublin Bay SAC (Site Code 000206): 4.1km distant
- Baldoyle Bay SAC (Site Code 000199): 9.5km distant
- Howth Head SAC (Site Code 000202): 9.7km distant
- Rockabill to Dalkey Island SAC (Site Code 003000): 9.7km distant
- Malahide Estuary SAC (Site Code 000205): 12.6km distant
- Ireland's Eye SAC (Site Code 002193): 13.1km distant
- North Bull Island SPA (Site Code 004006): 4.1km distant
- Balydoyle Bay SPA (Site Code 004016): 9.5km distant
- Dalkey Islands SPA (Site Code 004172): 12.1km distant
- Howth Head Coast SPA (Site Code 004113): 12.3km distant
- Malahide Estuary SPA (Site Code 004025): 13km distant
- Ireland's Eye SPA (Site Code: 004117): 13km distant

Surface water discharging from the development site to the Ringsend WWTP would undergo treatment, dilution and mixing. The potential for significant effects on water quality arising from the proposed development are, therefore, considered negligible.

It can be concluded, therefore, having regard to the nature and scale of the proposed works and the distance to the nearest Natura 2000 sites, the proposed development is unlikely in itself, or in combination with other plans or projects, to have significant adverse effects on a Natura 2000 site.

Environmental Impact Assessment (EIA)

The prescribed classes of development and thresholds that trigger a mandatory Environmental Impact Assessment are set out in Schedule 5 of the Planning and Development Regulations 2001 (as amended).

Class 10 (b)(iv) of Part 2 of Schedule 5 relates to *“infrastructure projects comprising 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.”*

The proposed works relate to an area less than 2 hectares in size within a business district and, as such, comprise a subthreshold class of development as defined under Class 15 of Part 2 i.e. *“any project listed in this Part which does not exceed the quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.”*

The proposed works were subject to Environmental Impact Assessment screening as part of the pre-application process which had regard to the criteria set out in Schedule 7 of the Regulations, and at which time it was concluded that having regard to the nature, size and location of the proposed development, which primarily consists of public realm enhancement works within a built-up urban area, and the construction management measures set out in the submitted Outline Construction and Environmental Management Plan, there is no real likelihood of significant effects on the environment arising from the proposed project.

There have been no modifications to the proposed development that would warrant a change in this position. A final Construction and Environmental Management Plan prepared by the appointed main contractor incorporating the measures set out in the outline plan should be submitted and agreed with the planning authority prior to the commencement of development. This matter can be dealt with by way of condition.

It can be concluded, therefore, having regard to the nature and scale of the proposed works which comprise public realm improvements within a built-up urban area, and the distance to environmentally sensitive sites including European Sites, there is no real likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded.

Recommendations

It is recommended that the Elected Members approve the proposed development, subject to the following:

1. The proposed 2 no. electric vehicle charging spaces to the front of No. 10, 11 and 12 Barrow Street shall be replaced with 2 no. standard car parking bays. Prior to the commencement of development a suitable alternative location for the proposed electric vehicle charging bays shall be agreed with the Transportation Planning Division.

Reason: In the interest of residential amenity proper planning and sustainable development.

2. Surface materials to be applied throughout the public realm shall be agreed in advance with the Planning Property Development Department.

Reason: In the interest of proper planning and sustainable development.

3. The developer shall comply with the following requirements of the Transportation Planning Division:

- a) Any alterations to existing on-street parking, loading Dublin Bikes and taxi ranks etc. shall be agreed in advance of such works with the Area Traffic Engineer, Dublin Bikes Project Manager and the Parking Enforcement Officer.

- b) All materials in the public ‘taken in charge’ areas shall be agreed with Roads Maintenance Services.

Reason: To ensure a satisfactory standard of development

4. The developer shall comply with the following requirements of the Drainage Planning Division:
 - 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) Prior to the commencement of development, the developer shall submit a surface water management plan, including drawings and a report, directly to the Drainage Division of Dublin City Council for written approval. These plans shall be submitted not later than the submission of the commencement notice for the development, and drainage works shall not commence prior to the issuing of such written approval.
 - c) The development shall incorporate Sustainable Drainage Systems in the management of surface water. Full details of these shall be agreed in writing with Drainage Division prior to commencement of construction.

Reason: To ensure a satisfactory standard of development

5. The development shall comply with the following requirements of Iarnród Éireann:
 - a) The developer shall take into account the obligation on all persons carrying out any works on or near the railway to ensure that there is no increase in risk to the railway as a consequence of these works, in accordance with the Railway Safety Act 2005, in the design, construction and operation of the scheme.
 - b) The site of the proposed works includes lands in the ownership of Iarnród Éireann / Córas Iompair Éireann in the vicinity of railway bridge UBR59 and the forecourt of Grand Canal Dock Station on Barrow Street. Any alterations to the existing surfacing on Iarnród Éireann / Córas Iompair Éireann lands shall be subject to a licence agreement approved by the Principal Engineer Technical Approvals, Iarnród Éireann.
 - c) Any services proposed to cross under the railway property must be the subject of a licence agreement with Iarnród Éireann / Córas Iompair Éireann.

Reason: In the interest of proper planning and sustainable development.

6. Prior to the commencement of development and on appointment of the main contractor, the developer shall submit a Construction and Environmental Management Plan for the written agreement of the Planning Authority.

Reason: In the interest of proper planning and sustainable development.

7. (a) The site and building works required to implement the development shall only be carried out between the hours of:

Mondays to Fridays - 7am to 6pm

Saturdays – 8am to 2pm

Sundays and public holidays - No activity on site.

- (b) Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from Dublin City Council. Such approval may be given subject to conditions pertaining to the particular circumstances being set by Dublin City Council.

Reason: In order to safeguard the amenities of adjoining residential occupiers.

The Area Committee as appropriate were informed of the initiation of the Part 8 planning process for the proposed development and the recommendation of the Planning Department at its meetings on the 14/03/2022 and 20/06/2022 respectively.

The project is being funded jointly by Dublin City Council and Google Ireland.

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

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

Resolution:

That Dublin City Council notes the contents of Report No. 185/2022 and hereby approves the contents therein.

Owen P. Keegan
Chief Executive

20th June 2022

Appendix A

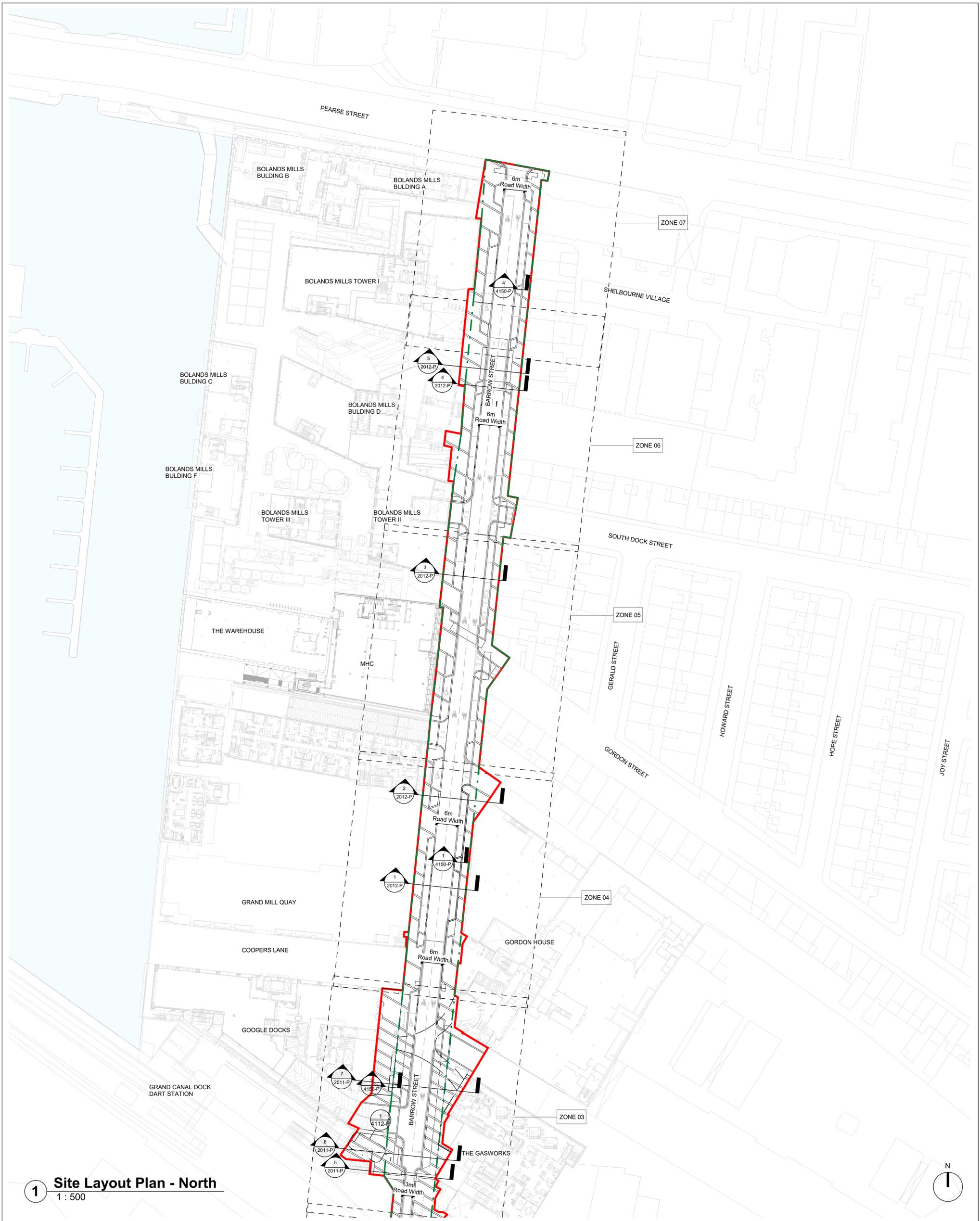
Consultees and Third Party Submissions/Observations

Consultees

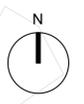
1. Irish Water, Colvill House, 24 - 26, Talbot Street, Dublin 1
2. Irish Rail, Pearse Street Station, Westland Row, Dublin 2
3. Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8, DO8YFF1
4. National Transport Authority (NTA), Head of Planning and Data Analysis, Harcourt Lane, Dublin, D02 WT20

Third Parties

1. Patrick Brophy
2. Adam Fagan
3. Mark Fagan
4. Marian Fagan
5. Brendan Whelan
6. Marston Planning Consultancy on behalf of Residents of Barrow Street
7. Chris Andrews TD on behalf of Residents of 10 Barrow Street
8. Councillor Clare Byrne
9. Daniel Dunne
10. Mary Caulfield
11. Gary Kearney
12. Marian O'Donnell
13. Danny Pio Murphy
14. Brian Daly
15. Stephen Whyte
16. Alex Hogarty
17. Eoin Brennan
18. Stephen Bligh
19. Simon L.B. Nielsen
20. Kevin Mangan
21. Patrick Daniel Dodds



1 Site Layout Plan - North
1 : 500



- Zone Location
- Site Boundary
- Public Boundary

P01	21/01/2022	GS	TVB	DOS	PART 8				
revision	date	by	chkd	appr	description				

project
Barrow Street Public Realm

drawing title
Site layout Plan - Sheet 1
Sheet 1

drawing number
BAR-GPB-ZZ-ZZ-DR-L-0012-P

scale (@ A1) date revision
As indicated 21/01/2022 P01

drawn by checked by approved by
GS TVB DOS

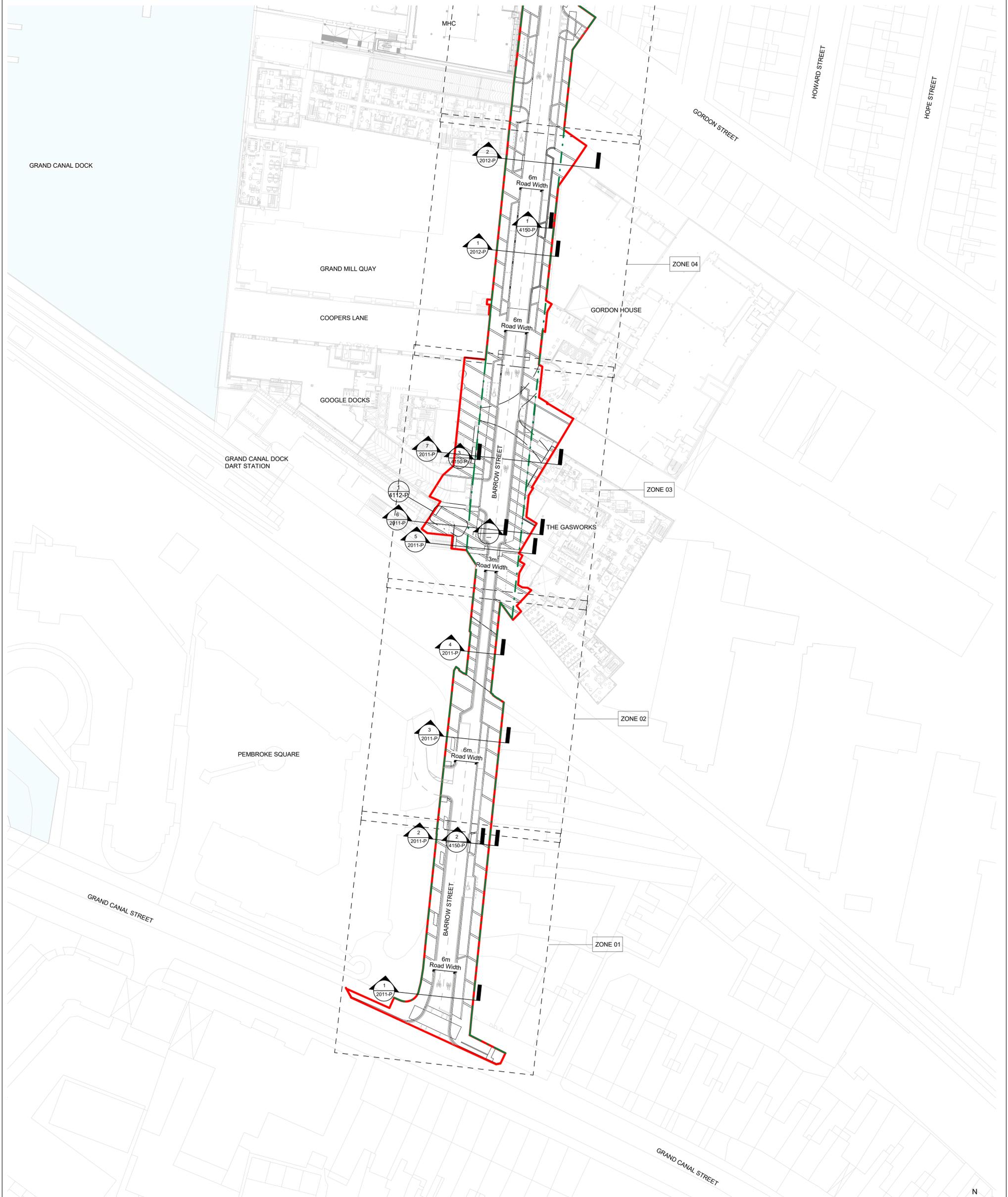
landscape architect
**Gustafson
Porter +
Bowman**

1 Colham Mews
Agar Grove
London NW1 9SB
t +44 (0) 207 284 8950
e enquiries@gp-b.com
www.gp-b.com

engineer
AECOM Imagine it. Delivered.

client
**Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council**

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1 Site Layout Plan - South
1 : 500

- Zone Location
- Site Boundary
- Public Boundary

P01	21/01/2022	GS	TVB	DOS	PART 8
revision	date	by	chkd	appr	description

project
Barrow Street Public Realm

drawing title
Site layout Plan - Sheet 2

Sheet 2

drawing number
BAR-GPB-ZZ-ZZ-DR-L-0013-P

scale (@ A1) date revision
As indicated 21/01/2022 P01

drawn by checked by approved by
GS TVB DOS

landscape architect
Gustafson Porter + Bowman

1 Cobham Mews
Agar Grove
London NW1 9SB
t +44 (0) 207 284 8950
e enquiries@gp-b.com
www.gp-b.com

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