



(a) Planning and Development Act 2000 (as amended) & Planning and Development Regulations 2001 (as amended) (Part 8)
(b) Local Government Act 2001

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:

(A) The Site

Drury Street carpark which is located in a five storey modern building on the west side of Drury Street, close to the junction with Stephen Street Lower.

(B) The Proposal

The proposal consists of an upgrade to the existing cycle parking facility and expansion of the facility into the existing car park basement area.

The objective of the proposal is to increase cycle parking capacity from a current capacity of c. 196 spaces to c. 356 spaces and to provide a more functional and accessible facility. The proposal also includes:

- Provision of a fire escape from the basement level via the existing fire escape stairs which serves the upper levels of the Drury Street Car Park and which discharges onto Stephen Street Lower.
- A new block wall which spans from floor to ceiling to screen off the retail/ restaurant area from the proposed cycle parking facility in the basement and a pedestrian/ cycle access ramp linking the ground floor to basement level.
- Widening of the current fire escape door leading onto Stephen Street Lower to meet fire safety requirements.
- Upgrading and widening of the current pedestrian entrance/ exit from Drury Street to a new telescopic double sliding door to meet fire safety requirements.
- Associated upgrading of existing and provision of additional lighting, fire detection and CCTV systems.

Attached to this report is a site location map and drawings, illustrating the proposed development.

(C) Site Planning History

No relevant recent planning history.

(D) Area Committee

The South East Area Committee was informed of the initiation of the Part 8 planning process for the proposed development at its meeting on the 12th of September 2016.

(E) Submissions/Observations

1 no. observations received from Dublin Cycling Campaign, c/o The Tailor's Hall, Back Lane, D8.

Main points:

- Overall supports the development (points raised)
- This extension alone is not adequate as Dublin has seen a doubling of cycling numbers in the city centre over the past five years and is increasing.
- Other car parks in the area should be obliged to convert a number of car parking spaces to a bicycle parking area.
- The removal of on-street car parking is an opportunity to increase on-street bicycle parking.
- Asks if there is a proposal for a pathway for cyclists to segregate them from motorized traffic
- Need for greater on street signage to increase awareness of facility
- Would like to see a minimum spacing between bike racks of 1 metre
- Recommends that a notice board be erected to promote good locking practice (example provided)
- Drawings provided in the application are poor quality and difficult to read
- The planning application should have been exhibited via Dublin City Council's 'Consultation Page' to be accessible to interested members of the public.

The submission received has been considered in the assessment of this application.

(F) Interdepartmental Reports

Drainage Division:

The Drainage Division has no objection to the proposed development subject to the following conditions:

- 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).

Reason: To ensure a satisfactory standard of development.

Roads Division:

No objection to the proposed development.

Archaeology Division:

The Archaeology Division has no objection to the proposed development subject to the following conditions:

- a) The developer shall retain a suitably qualified licensed-archaeologist to advise regarding the archaeological implications of site clearance, demolition and/or construction

methodology and to make appropriate recommendations for mitigation including detailed survey as necessary.

b) The developer shall allow for the resolution of archaeology (both on site and necessary post excavation) in the project budget and timetable.

c) The developer's archaeologist shall undertake licensed archaeological monitoring of all demolition and sub-surface works associated with the development including the breaking and removal of any floor slabs, levelling of ground etc.

d) The archaeologist shall consult with and forward their Method Statement in advance of commencement to the City Archaeologist.

e) In the event of archaeological features being located in the course of the monitoring, the developer shall facilitate the archaeologist in fully recording such features, including if necessary the archaeological excavation of such features. In the event of significant archaeological features on site, the archaeologist retained by the developer shall immediately contact the City Archaeologist. The City Archaeologist (in consultation with the National Monuments Service, Department of Arts Heritage and Gaeltacht) shall determine the further archaeological resolution of the site.

f) A written and digital report (on compact disc) containing the results of the archaeological monitoring shall be forwarded on completion to the City Archaeologist and National Monuments Service, Department Arts Heritage and Gaeltacht.

g) Following submission of the final report to the City Archaeologist, where archaeological material is shown to be present, the archaeological paper archive shall be compiled in accordance with the procedures detailed in the Dublin City Archaeological Archive Guidelines (2008 Dublin City Council) and lodged with the Dublin City Library and Archive, 138-44 Pearse Street, Dublin 2.

Reason: In the interest of preserving or preserving by record archaeological material likely to be damaged or destroyed in the course of development.

(G) Evaluation

The application site is zoned "Z5: To consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity"

Section 17.41 Cycle Parking

Secure cycle parking facilities shall be provided in new Public Transport Interchanges, office blocks, apartment blocks, shopping centres, hospitals, etc., in accordance with the standards set out in Table 17.2. Bicycle Parking Stations should be provided in strategic new Public Transport Interchanges. Secure bicycle racks shall be provided in all cases where bicycle parking is deemed to be necessary by the planning authority. Such racks should be within 25m of a destination for short-term parking (shops) and within 50m for long-term parking (school, college, office). All long-term (more than three hours) cycle racks shall be protected from the weather.

All on-street stands or racks should be capable of performing the basic functions of supporting the bicycle and protecting it against theft or vandalism. Off-street storage/parking facilities should provide adequate shelter, lighting, safety and security, ease of access and egress, and an appropriate level of supervision. Guidance for selecting the most appropriate type of bicycle parking facility depending on location and user needs is outlined in the

National Cycle Manual, 'Bicycle Parking Facilities' Dublin City Council will have regard to this document when considering applications where bicycle parking is a requirement.

17.41.1 Multi-Storey Car Parks and Cycle Facilities

All cycle facilities in multi-storey car parks will be at ground floor level and completely segregated from vehicular traffic. Cyclists should also have designated entry and exit routes at the car park.

17.41.2 Location of Cycle Stands

Cycle parking facilities will be conveniently located, secure, easy to use, adequately lit and well signposted. Weather protected facilities should be considered where appropriate. In addition, parking should be placed within a populated, well supervised area, and monitored by CCTV where possible.

17.41.3 Security

Cyclists should be able to secure both frame and wheels to the cycle parking stand. Secure cycle compounds should be provided where feasible and in particular in large office developments, multi-storey car parks and railway stations.

It is proposed to expand the existing cycle parking facility at the subject site. It is proposed to increase cycle parking capacity from a current capacity of c. 196 spaces to c. 356 spaces and provide a more functional and accessible facility.

The proposal also include the provision of a new fire escape, a new block screening wall and widening of the current fire escape door and upgrading and widening of the current pedestrian entrance/exit from Drury Street.

The third party observation from Dublin Cycling Campaign is noted. The suggestion to erect appropriate signage to alert cyclists to the facility is a valid recommendation and discreet signage could be erected to address this concern. This can be achieved by way of condition. In terms of the issues raised with regard to the facility itself, the Roads and Traffic Division have assessed the proposal and have no objections to the proposed layout. The plans submitted and the manner of advertising and inviting submissions/observations relating to this Part 8 complied with the planning and development act and associated regulations.

Recommendation:

The proposed development has been assessed and it is considered 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. Accordingly it is recommended that a decision be made by the elected members of the Council to proceed with the proposed development without modification, subject to the requirements of the respective divisions of the City Council provided below.

1. A sign indicating the cycle parking facility shall be erected at the entrance to the car park the design of which shall be submitted for written agreement with the Planning Authority.

Reason: In the interests of orderly development.

2. The development shall comply with the following requirements of the Drainage Division:

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

Reason: To ensure a satisfactory standard of development.

3. The development shall comply with the following requirements of the Archaeology Division:

a) The developer shall retain a suitably qualified licensed-archaeologist to advise regarding the archaeological implications of site clearance, demolition and/or construction methodology and to make appropriate recommendations for mitigation including detailed survey as necessary.

b) The developer shall allow for the resolution of archaeology (both on site and necessary post excavation) in the project budget and timetable.

c) The developer's archaeologist shall undertake licensed archaeological monitoring of all demolition and sub-surface works associated with the development including the breaking and removal of any floor slabs, levelling of ground etc.

d) The archaeologist shall consult with and forward their Method Statement in advance of commencement to the City Archaeologist.

e) In the event of archaeological features being located in the course of the monitoring, the developer shall facilitate the archaeologist in fully recording such features, including if necessary the archaeological excavation of such features. In the event of significant archaeological features on site, the archaeologist retained by the developer shall immediately contact the City Archaeologist. The City Archaeologist (in consultation with the National Monuments Service, Department of Arts Heritage and Gaeltacht) shall determine the further archaeological resolution of the site.

f) A written and digital report (on compact disc) containing the results of the archaeological monitoring shall be forwarded on completion to the City Archaeologist and National Monuments Service, Department Arts Heritage and Gaeltacht.

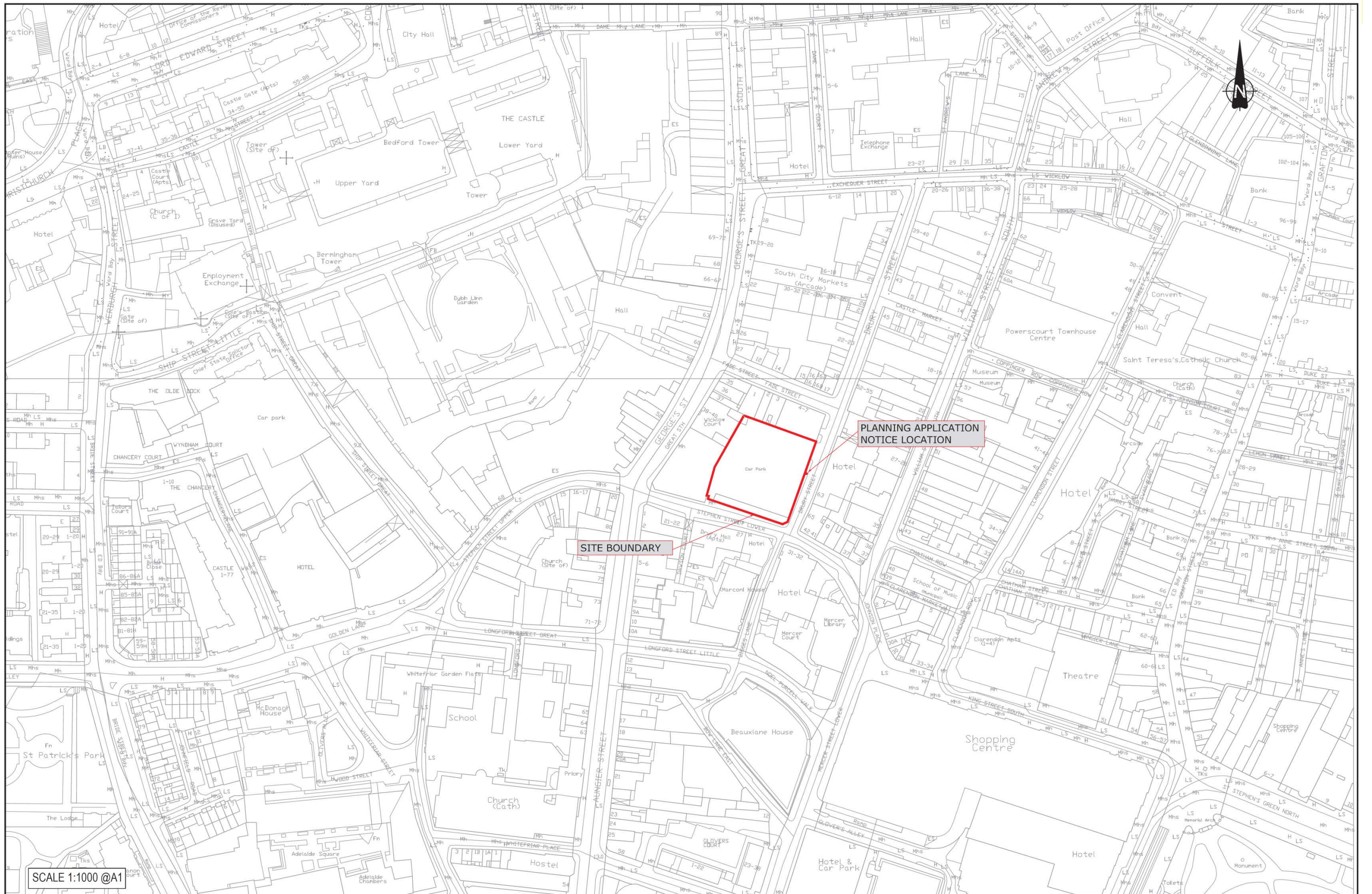
g) Following submission of the final report to the City Archaeologist, where archaeological material is shown to be present, the archaeological paper archive shall be compiled in accordance with the procedures detailed in the Dublin City Archaeological Archive Guidelines (2008 Dublin City Council) and lodged with the Dublin City Library and Archive, 138-44 Pearse Street, Dublin 2.

Reason: In the interest of preserving or preserving by record archaeological material likely to be damaged or destroyed in the course of development.

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, subject to the provisions of Section 139 of the Local Government Act, 2001.

Owen Keegan
Chief Executive

20th November 2016



SCALE 1:1000 @A1

Udarás Náisiúnta Iompair
National Transport Authority
Design Section
Din Seáine
Harcourt Lane
Dublin 2

Udarás Náisiúnta Iompair
An Rannóg Deatha
Din Seáine
Lána Fleachair
Baile Átha Cliath 2

Dublin City Council
Comhairle Cathrach Bhaile Átha Cliath

HalcrowBarry
Classon House
Dundrum Business Park,
Dundrum Road,
Dublin 14,
Ireland

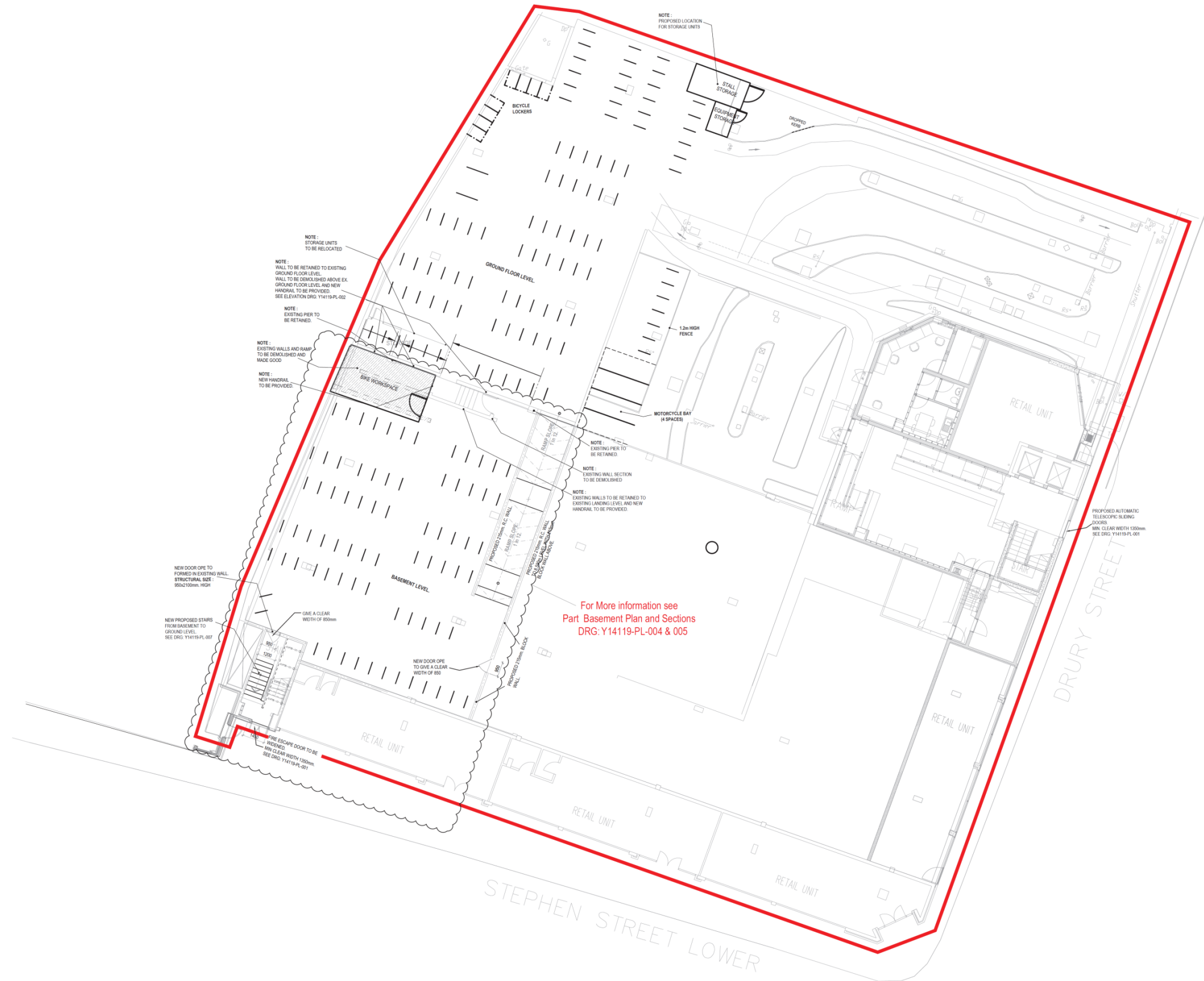
Phone: +353-1-485 1400
Email: info@hbarry.ie

Rev	Date	By	Amendments
A	MAY 16	MK/CH	ISSUE FOR PLANNING

Job
**DRURY STREET
CAR PARK
CYCLE PARKING SCHEME**

Title
**DRURY STREET CAR PARK
SITE LOCATION**

Issue Details		Office Use Only	
Designed: M.K.	Draft	X	Job No. Y14119
Drawn: M.K.	Approval		Date: MAY 2016.
Checked: D.H.	Tender		Drawing No. Y14119-PL-001
Approved: D.H.	Construction		Rev. A
Scale: AS SHOWN	Record		File Ref.



SCALE 1:150 @A1

Rev.	Date	By	Amendments
A	MAY 16 2016	MK/SH	ISSUE FOR PLANNING

Issue Details		Office Use Only	
Designed: M.K.	Draft	X	Job No. Y14119
Drawn: M.K.	Approval		Date: MAY 2016.
Checked: D.H.	Tender		Drawing No. Y14119-PL-003
Approved: D.H.	Construction		Rev. A
Scale: AS SHOWN	Record		File Ref.