



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: 5379/22

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

Proposal: Pursuant to the requirements of the above, notice is hereby given of proposed public realm improvement works at Duke Street, Anne Street South, Lemon Street, Duke Lane Upper, Duke Lane Lower and Anne's Lane, Dublin 2.

Proposals include the removal and replacement of the existing asphalt and concrete road surfaces with new granite and asphalt carriageways. Existing paved and asphalt footpaths are to be removed and replaced with new granite paving while retaining areas of historic kerbs and paving. The proposals will also involve landscaping works, including new trees and low level planting, as well as new public seating, feature lighting and play installations.

Some and part of the subject streets and the adjoining buildings are located in the 'South City Retail Quarter Architectural Conservation Area', 'The Grafton Street and Environs Architectural Conservation Area' and Scheme of Special Planning Control for Grafton Street and Environs. The proposed works are adjacent to Protected Structures on both Duke Street and Anne Street South.

Applicant: Dublin City Council, Environment & Transportation Department

Location: Duke Street, Anne Street South, Duke Lane Lower, Duke Lane Upper, Lemon Street, Anne's Lane, Dublin 2

Date Lodged: 06-December 2022

Site Notice:

In place and worded as required.

Planning Context:

Zoning & Policy – Dublin City Development Plan 2022 - 2028

The subject site is zoned Z5 City Centre and the main objective states:

“To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity”

Designations

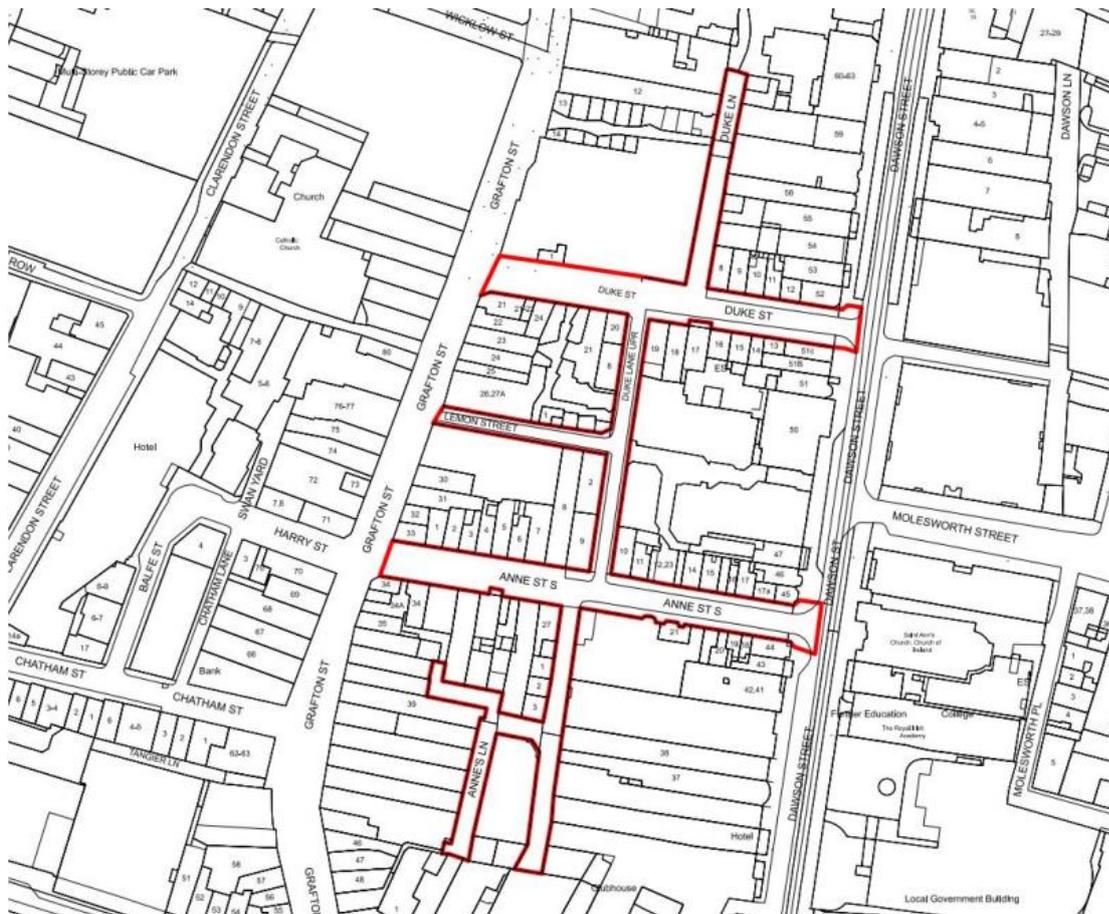
Anne St and Duke St are Category 1 Shopping Streets and Anne’s Lane and Duke Lane are Category 2 Shopping Streets.

The subject site is located within the Grafton Street and Environs Architectural Conservation Area

The subject site along Duke St and Anne St is partially within the Scheme of Special Planning Control for Grafton Street and Environs (2019).

Site Location:

The subject site includes Duke Street, Anne Street South, Lemon Street, Duke Lane Upper, Duke Lane Lower and Anne’s Lane. These are important pedestrian routes linking South Dublin City’s primary retail street, Grafton Street, with the South Georgian City via Dawson Street. See Map below



Planning History

App Ref: 2472/12

Part 8 Approved for new paving on the full width of Grafton Street and for its length from the face of the building line at St. Stephens Green North and South King Street to the face of the building line at the junction of Nassau Street and Suffolk Street.

App Ref: 3080/14

Part 8 Approved for new paving on Chatham Street; Chatham Lane; Balfe Street; Harry Street; Johnson Court and that part of Wicklow Street from Grafton Street to Clarendon Street;

Policy:

Relevant Policy includes:

- Project Ireland 2040: National Planning Framework
- Regional Spatial & Economic Strategy for the Eastern and Midlands Region
- Dublin City Development Plan 2022-2028
- Greater Dublin Area Transport Strategy 2022-2042
- Dublin City Council Climate Action Plan 2019 – 2024
- Draft Dublin City Biodiversity Action Plan 2021-2025
- Dublin City Centre Public Realm Masterplan – The Heart of Dublin, 2016
- Grafton Street Quarter Public Realm Masterplan, 2014
- Dublin City Public Realm Strategy – Your City Your Space, 2012
- Design Manual for Urban Roads and Streets (DMURS) 2016
- Scheme of Special Planning Control for Grafton St and Environs 2019

Specific Policies in the Dublin City Development Plan 2022-2028 include

SC2

To develop the city's character by:

- *cherishing and enhancing Dublin's renowned streets, civic spaces and squares;*
- *developing a sustainable network of safe, clean, attractive streets, pedestrian routes and large pedestrian zones lanes and cycleways in order to make the city more coherent and navigable and creating further new streets as part of the public realm when the opportunities arise;*
- *protecting the grain, scale and vitality of city streets and encouraging the development of appropriate and sustainable building heights to ensure efficient use of resources, services and public transport infrastructure and that protects the heritage and natural assets of the city;*

SC13

Green Infrastructure: To recognise and promote Green Infrastructure and landscape as a key mechanism to address climate change and as an integral part of the form and structure of the city, including streets and public spaces.

SMT8

To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council's Public Realm Strategy ('Your City – Your Space'), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area

SMT11

To protect, improve and expand on the pedestrian network, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions whilst ensuring accessibility for all, including people with mobility impairment and/or disabilities, older persons and people with children

SMT02

To improve the pedestrian network, and prioritise measures such as the removal of slip lanes, the introduction of tactile paving, ramps, raised tables and kerb dishing at appropriate locations, including pedestrian crossings, street junctions, taxi ranks, bus stops and rail platforms in order to optimise safe accessibility for all user

SMT12

To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities

SMT18

To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.

SMT012

To provide publicly accessible cycle parking spaces, both standard bicycle spaces and non-standard for adapted and cargo bikes, in the city centre and the urban villages, and near the entrance to all publicly accessible buildings such as schools, hotels, libraries, theatres, churches etc. as required

SMT34

To ensure that streets and roads within the city are designed to balance the needs and protect the safety of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated

G15

To integrate urban greening features including nature based solutions into the existing public realm where feasible and into the design of public realm projects for civic spaces and streets. The installation of living green walls will be encouraged to the fullest possible extent throughout the city of Dublin and tree pits with mixed planting will be preferred for the greening of streets in recognition of the co-benefits they offer for SuDs, biodiversity, amenity value and traffic calming

Observations/Submissions:

A number of observations have been received for this Part 8 Application. A significant proportion of the submissions received welcomed the proposed public realm improvements.

Relevant issues raised include

- A number of comments welcome the City Council's continued investment in the public realm and other improvements within the city.
- There is some concern relating to timelines and the nature of interfaces between the proposed works and nearby and adjoining properties. Given the extent of properties

likely to be affected, by the implementation of the scheme, it is requested that the local authority actively engage with local stakeholders regarding the timing and the sequencing of the works, prior to commencement of works

- The proposed lighting over Duke Lane Upper and Lemon Street is welcomed however the scheme does not contain sufficient information to adequately define the nature of the works
- Disappointment that the scheme does not restrict vehicular movements, along Duke Lane Upper and Lemon Street, to mornings only
- It is requested that the local authority explore the provision of a shared surface along Duke Street Upper similar to that proposed to Lemon Street
- The facilitation of access to pre-existing underground parking services off Duke Street is welcome
- A widened footpath to facilitate outdoor dining to established restaurants should be accommodated along Duke Lane
- An opportunity is being missed to provide increased parking to the Grafton Street Quarter for people using bikes. Only 10 additional parking spaces are provided in the scheme. Space is available adjacent to vehicular carriageway along Duke Street, along Anne Street South, and could arguably be also provided (assuming bikes are wheeled in) on Lemon Street.
- If outdoor seating licences are suspended temporarily so that works may be completed the business in question should be refunded the portion of the fees they have paid for their outdoor seating licence commensurate with the period that their street furniture was unavailable for use
- Joshua Lane off Dawson Street should be considered under the wider remit of the plan and be included in a programme of carriageway resurfacing. At present this small service lane is in a bad state of repair with uneven road surfaces and potholes
- Additional bins, including “Big Belly” bins and segregated waste bins would be desirable at suitable intervals throughout the area
- There is a desire for a commitment on behalf of the City Council to continue to clean and maintain this investment in the public realm to a high standard.
- Any areas designated for loading should be clearly signposted, as well as the hours that they are allowed be in use for loading purposes
- There should be clearly, visibly designated and defined pitches for casual traders
- Anne Lane should be designed to allow for multiple uses of the laneway. There is also a need for enhancing lighting and solutions for waste presentation and collection and additional CCTV in this location
- Cellar covers that are located along the street and which are no longer in active should, with agreement by the relevant property owner be filled and covered with the new and improved paving
- It is important that there is coordination between the appointed contractor, Dublin City Council, local businesses as well as any other sites for construction within the immediate vicinity. Businesses will need to be kept advised on phasing and construction timelines, especially when services and paving works are immediately outside business premises. It is crucial that access to business premises is maintained at all times and that works directly outside trading premises is carried out outside of trading hours is necessary
- A point of contact for the project should be made directly available to the business community in both the City Council and the contractor so that any issues that arise can be dealt with directly and also to aid in two-way communication between all parties involved
- The “temporary” build out which extends as far as edge of the building line between the Jewel Casket and Abrahams tailors should be maintained and the bicycle parking should be relocated closer to the Dawson Street end of South Anne Street

- The footpath on the east (Dawson Street) side of the lane be prioritised for increased width and provision of outdoor seating due to the longer active hospitality shopfronts in this location.
- Further detail is also requested about the type of bollards being proposed
- There is concern that pedestrians crossing north and south on the west side of Dawson Street (at the junctions of Anne Street and Duke Street, respectively), will remain at the mercy of cyclists and other vehicles (including heavy goods vehicles). Ideally there should be signal crossings at both of these crossings
- There is concern regarding the lack of differential surfacing and the need for Visually Impaired people to be able to differentiate between designated footways and designated carriageways in the Part 8 area.
- The design of benches should incorporate closed bases in the interest of accessibility.
- The wall-mounted LED lighting should ensure consistency of illumination throughout and should not cause glare or discomfort for people who are partially sighted.
- Opportunities for Braille, raised text and other assistive technologies to be incorporated in the design of the proposed water bottle refill station should be explored in the interest of accessibility and facilitating independent use.
- New cycle parking should be located off the footpath to ensure safety for vulnerable pedestrians
- Any bollards should achieve a good colour contrast with their backgrounds, include secondary contrasting strips to their heads and have a consistent vertical profile
- Concerns in relation to maintaining access for heavy goods vehicles to pedestrian areas on a "restricted hours" basis, as such a regime effectively excludes people with disabilities at certain times of day, with implications on access to public transport, public services and potential places of employment. Instead request that Dublin City Council would work with local businesses and Disabled Person's Organisations to explore the potential for suitable alternative means for deliveries
- Consider extending tactile guidance throughout this scheme so that people who are blind or vision impaired can enjoy safe, equitable access to public transport at Dawson Street, to the retail core at Grafton Street and the surrounding network of streets

All relevant comments and objections have been taken into account during commentary of the proposed Application.

Consultation:

A non-statutory online consultation was held early in the preliminary design process to obtain views on the ongoing pedestrianisation of South Anne Street and future improvements in the general area east of Grafton Street. This consultation was held on the Dublin City Council Consultation Hub and ran from the 31st January 2022 to 20th February 2022.

This consultation was published on social media and sent to Dublin Town, Disabled Persons Organisations and the PPN. A leaflet drop to over 1,000 residences and premises in the local area was arranged to ensure the maximum involvement of local residents and businesses in this process.

This consultation sought views on:

- The experience of the current temporary arrangements - revised traffic flows, pedestrianisation of all of South Anne St after 11am, increased outdoor dining facilities

- What worked, what didn't work from a resident, business owner and street user perspective?
- What is important for this space and what specific matters should be prioritised in the future public realm improvement scheme
- Any suggestions for improvements, changes etc.
- Specific details of delivery and waste collection arrangements for businesses in the vicinity

294 submissions were received.

Dublin City Council compiled a summary report which outlines the themes arising from submissions. It is available on the Dublin City Council Consultation Hub

<https://consultation.dublincity.ie/traffic-and-transport/duke-street-anne-st-south-public-realm-scheme/>

During the design stage, an information session was also held with local businesses and residents to discuss the project. 24 people attended. In addition, during the preliminary design stage, the project team reached out to all DPOs in Ireland, inviting them to submit comments and participate in an Accessibility Workshop for the scheme. There was also further consultation with the Public Participation Network and a digital Accessibility Workshop, on MS Teams, was attended by representatives from groups including National Council for the Blind of Ireland, Disability Federation of Ireland, and the Irish Wheelchair Association

As part of the design process extensive engagement was undertaken with technical departments and other stakeholders within Dublin City Council to ensure that the proposal is fully consistent with current plans and policies of the City Council as well as national guidance and standards.

Assessment

The Architects Department has stated that the vision for this scheme is to extend the high quality Grafton Street experience into this key area, utilising a design which prioritises pedestrians and public space activation to provide opportunities for place making and add economic value by converting these streets into destinations to visit and linger in, rather than to simply pass through. The intention is to deliver a high quality canvas for a bustling street life, which will attract the general public throughout the day and night. The design will place a particular focus on universal design and conservation, with new greening interventions and sustainable drainage solutions also playing an important role in enhancing this environment.

The proposals include for the removal of the existing road and footpaths surfaces, and their replacement with new stone or asphalt carriageways and loading areas, with new stone paved footpaths throughout. The narrowing of carriageways allowing increased footpath widths and build outs. The removal of the existing street furniture and its replacement with new street furniture, bicycle stands, seating and urban play furniture. The introduction of new trees and low level planting. The retention and reuse of historic granite kerbing, paving and materials throughout. New public lighting and feature lighting, as well as all necessary service, utility

and associated site works. The works will be scheduled on a phased basis, following consultation with local businesses, and any necessary disruption will be kept to a minimum

In line with 'Your City - Your Space', Dublin City's Public Realm Strategy (2012), the proposal implements a movement hierarchy with walking prioritised, followed by cycling, public transport and lastly private transport. The design encourages a shift towards more sustainable transport modes by providing more pedestrian and cyclist friendly environments/infrastructure. Access for delivery vehicles is restricted to a limited period, carriageways have been narrowed as much as possible to slow traffic, car parking has been omitted and cycle stands provided. Footpaths have been widened to create to enhance the pedestrian experience, allowing opportunities for seating and space for people to meet and congregate.

The plans submitted indicate that in line with the Grafton Street quarter public realm plan and its completed phases, the project will predominantly use the Grafton Street Quarter palette of materials, with light grey Leinster Granite to pathways and Iberian Granite to carriageways. The use of these materials will match and complement the existing facades and streetscapes, and are likely to avoid visual conflict. Asphalt is proposed on carriageways for busier trafficked stretches and for single entry served laneways.

The Scheme of Special Planning Control for Grafton St and Environs 2019, recommends

Key Objective (9): To promote high quality and inclusive design to improve the quality of the public realm and open spaces

Key Objective (10): To provide for a high quality range of street furniture that will enhance the public realm

Overall, it is considered the replacement of the beige asphalt paving with a natural granite is likely to be visually rich and complement the range of shopfront styles and building elevations within the subject site. In addition, the proposal includes public benches with the aim to make the area more accessible to vulnerable users including the elderly. Following consultations at design stage, all public benches are proposed to have a solid base to assist long cane users. The benches will be located away from the clear accessible route along the street and will have arm rests to make them more age-friendly.

The proposal includes an interactive play installation on Lemon Street to support age friendly street activation and inclusivity. The play installation is to be developed at detail design stage and any potential vertical elements will be so positioned to avoid impacting on pedestrian movements.

Five Sheffield stands will be located on the carriageway on the eastern end of Anne Street South adjacent to the junction with Dawson Street. This will provide cycle parking for a total of ten bicycles, with cycle parking located off the footpath to ensure safety for vulnerable pedestrians. Opportunities to provide additional cycle parking on Dawson Street are also being investigated. Cycle parking locations have been selected to align with the Dublin City Council strategy for the area where cyclists arriving from Dawson Street would dismount, park their bikes and proceed on foot towards Grafton Street to the west. Within the project area, cycling will be permitted wherever vehicular movements are permitted.

On balance the inclusion of Sheffield cycle stands is welcomed and is likely to promote active travel to the area in line with sustainability and environmental goals.

While much of the historical fabric on the streets has been lost, substantial sections of historic kerbstones remain on Duke Street and Anne Street South and an isolated patch of original

paving can be seen outside The Duke Pub on Duke Street. Historical cellar lights and coal holes can also be seen on the streets.

The proposals includes for the reinstatement of historic paving and kerbing in their original locations as far as practically possible so as to protect the legibility and understanding of the historic streets and the line of their pavements. No alterations are proposed to historic cellar lights, other than remedial work where required.

The reuse of surviving historical material is a positive step in line with best conservation practice, as this reduces the amount of new material required and old material going to landfill and will likely add to the architectural, technical, historical and artistic significance of the area.

Subject to obtaining permission from the building owner, LED wall mounted fittings are proposed throughout the scheme to deliver public lighting. The omission of lighting columns serves to declutter the streets, while wall mounted fittings require less raw material and less maintenance. LED's are likely to offer a positive sustainable impact, by reducing electricity consumption. Feature lighting is proposed along Duke Lane Upper, Lemon Street and Anne's Lane, which includes commercial grade, low energy rated, festoon lighting to provide a high quality backdrop for activity and animation. The lighting will be mounted at a height so as not to interfere with servicing the street, and will be supported by a cable system fixed to buildings. The exact locations of fixings will be agreed during detail design stage in conjunction with property owners. It should be noted that, pending agreement with property owners, the appropriate use of high horizontal feature lighting, can have a significant positive visual impact on a streetscape and add to the animation and vibrancy of an area.

The proposal includes a water bottle refill station on Duke Street to provide free drinking water and to reduce plastic waste. Again this is likely to enhance the street by providing a publically accessible and practical resource, much like the water bottle refill station on Clarendon Row.

The scheme includes an urban planting programme. The expansion of Dublin's tree canopy coverage is an important objective of the 'Grafton Street Quarter Greening and Furniture Strategy' 2016. Ground penetrating surveys of the project area have identified cellars and extensive utility services under much of the footpaths and carriageways. City Architects have worked in conjunction with Dublin City Council Parks Department to find suitable locations for planting opportunities and to select tree species suited to this urban environment (i.e. can withstand drought, pollutants and urban heat). Greening proposals for this project include a mix of in-ground planting, trees, and raised planters. It is envisioned that the proposals will also link with and extend the tree planting recently completed on Harry Street, Chatham Street and Clarendon Street.

The proposed urban planting is again welcomed and is likely to have a positive aesthetic impact on the streets and soften the visual impact of the hard standing landscaping proposed throughout the area.

On balance, the proposed works are likely to complement the primarily retail character of the area, whilst also allowing for complementary activities such as restaurants, cafes, bars, art galleries, tailors, hairdressers, barbers, residential and beauticians and other specialist services in the locality. The proposed scheme's high quality and inclusive design is likely to improve the quality of the public realm and open spaces and is considered acceptable in principle.

Technical issues

Comments were sought from relevant departments within Dublin City Council, including the Drainage Division, Archaeology, Conservation, Parks and the Transportation Planning Division.

The Transportation Planning Division has no objection, subject to conditions

The Drainage Division has no objection, subject to conditions

The Archaeology Officer Report has no objection, subject to conditions

Parks and Landscaping has no comments at this time

Conservation Office – No comments received.

The Public Lighting & Electrical Services Division must be contacted prior to detailed design

Transport Infrastructure Ireland has no objection, subject to conditions

Requirement for Appropriate Assessment

Under Article 6 (3) of the EU Habitats Directive and Regulation 30 of SI NO.94/1997 European Communities (Natural Habitats) Regulations (1997) any plan or project which has the potential to significantly impact on the integrity of a Natura 2000 site must be subject to an Appropriate Assessment. This requirement is also detailed under Section 177 (U) of the Planning and Development Act 2000 (as amended).

A Natura 2000 Impact Screening Report concluded that there would be no significant negative effects on any Natura 2000 site as a result of the proposed development. As a result, a Stage 2 Appropriate Assessment would therefore not be required.

Environmental Impact Assessment

The Applicant undertook an EIA Screening Exercise. It was concluded that the nature of the proposed development is not considered to have likely significant effects on the environment (direct or indirect). The scale of the proposed development, when viewed individually and cumulatively, is small in the context of both the EIA threshold criteria and types of projects listed in the regulations which require EIA. It is considered therefore, given the nature and scale of the development that an EIA is not required in this instance.

Recommendation

It is recommended that the Elected Members approve the proposed development. The proposing Department should have regard to the following requirements:

1. Transportation Planning Division:

a) Final detailed design including layout, materials and public lighting shall be agreed with Environment & Transportation Department prior to commencement of development.

b) Prior to commencement of development and upon appointment of a contractor, a detailed Construction Management Plan shall be submitted for the written agreement of E&T Department. This shall address the requirements of for working in proximity to the Luas line.

c) The applicant/developer shall address the requirements of Transport Infrastructure Ireland (TII) as set out in their submission dated 25th January 2023 and in particular, shall agree the required information with TII and Environment and Transportation Department prior to commencement of development.

Reason: To ensure a satisfactory standard of development.

2. Drainage Planning Division:

a) As no surface water management details have been submitted, the applicant 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.

b) 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.

c) 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).

Reason: To ensure a satisfactory standard of development.

3. The City Archaeologist:

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. The archaeologist shall provide an Archaeological Impact Assessment of the proposed development (including temporary and enabling works) to the Planning Authority prior to monitoring.

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 with including below-ground services and excavations for the installation of bollards, tree planting, and other street furniture. The archaeologist shall consult with and forward their Method Statement in advance of commencement to the Planning Authority.

d) In the event of in situ archaeological features being located in the course of the monitoring, the developer shall facilitate the archaeologist in fully recording such features, including all post-1700 AD in situ features and layers. Full archaeological excavation of such features may be a requirement. At a minimum recording of all archaeological features shall include a written, photographic and drawn survey record.

e) In the event of in situ archaeological features being discovered, the archaeologist retained by the developer shall immediately contact the Planning Authority. The Planning Authority (in consultation with the City Archaeologist and the National Monuments Service, Department of Housing, Local Government and Heritage) shall determine the further archaeological resolution of the site.

f) Two copies of a written report and a digital report containing the results of the archaeological monitoring shall be forwarded on completion to the Planning Authority and

National Monuments Service, Department of Housing, Local Government and Heritage.

g) Following submission of the final report to the Planning Authority, 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.

4. Transportation Infrastructure Ireland:

a) The scheme should avoid the creation of traffic queuing onto Dawson Street during both construction and operation phases. All deliveries made to the development site, including during the construction phase, shall be made to limit interference with Luas operations. Consultation with TII is recommended with regard to Luas, traffic and public safety in the implementation and operation of the scheme.

b) Prior to commencement of development, a Construction Traffic Management Plan including access to services, shall be submitted for the written agreement of the planning authority subject to the written agreement of TII. The Construction Traffic Management Plan shall identify mitigation measures to protect operational Luas infrastructure.

c) Prior to commencement of development, the developer shall be required to submit a Construction Method Statement for the written agreement of the planning authority subject to the written agreement of TII. The method statement shall resolve all Luas interface issues in the form of a Design Risk Assessment and shall;

i. identify all Luas alignment interfaces,

ii. contain a risk assessment for works associated with the interfaces, and (iii) contain mitigation measures for unacceptably high risks, including vibration and settlement monitoring regime if necessary.

The method statement shall be in accordance with TII's "Code of engineering practice for works on, near, or adjacent the Luas light rail system".

d) Works are proposed to be carried out in close proximity to Luas infrastructure. The applicant, developer or contractor will be required to apply for a works permit from the Luas Operator by virtue of the Light Railway (Regulation of Works) Bye-laws 2004 (S.I. number 101 of 2004) which regulates works occurring close to the Luas infrastructure in accordance with TII's "Code of engineering practice for works on, near, or adjacent the Luas light rail system". The developer shall be liable for all of TII's costs associated with the removal and reinstatement of Luas fixings and infrastructure. The permit application will require prior consultation, facilitated by the Luas operator, Transdev

Reason: To ensure a satisfactory standard of development and in the interests of orderly development.

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 14th November 2022 and 13th March 2023 respectively.

Project Finances

The estimated cost of this project is €7.8million, which has been approved by the Corporate Project Governance Board. The project is on the 2022-2024 capital projects programme with a commitment of full funding from Development Levies.

Programme of works:

Subject to development of the detailed design and the procurement process, the works are scheduled to commence on site in Q1 2024, with the construction programme for the whole Duke St/South Anne St Public Realm Scheme estimated to run until Q4 2025.

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

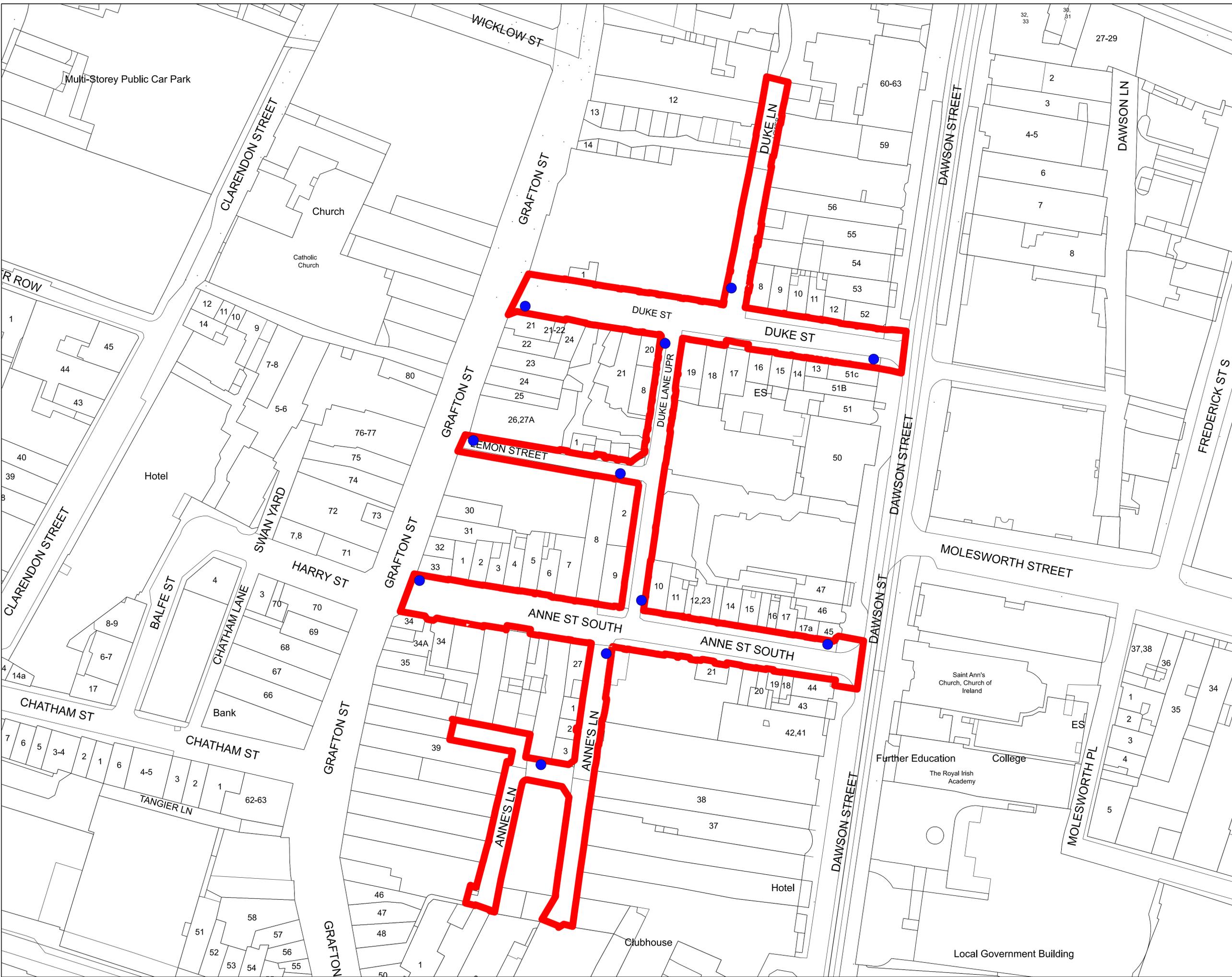
This report is submitted to the City Council pursuant to Section 179 of the Planning and Development Act, 2000 (as amended).

Resolution:

That Dublin City Council notes the contents of Report No. 91/2023 and hereby approves the contents therein.

Owen P Keegan
Chief Executive

22nd March 2023



IMPORTANT

- DO NOT SCALE FROM THIS DRAWING.
- WORK ONLY FROM FIGURED DIMENSIONS.
- ALL ERRORS & OMISSIONS TO BE REPORTED TO THE ARCHITECT.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS AND SPECIFICATIONS.

NOTES

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Legend

- Part 8 Site Boundary
- Location of site notices shown thus

N

B	06.12.2022	Part 8 Planning	
A	16.09.2022	Pre-Part 8 Internal Circulation	
VER	DATE	DESCRIPTION	
ISSUE STATUS KEY			
SURV-P	survey production	SURV-F	survey final
FEAS-P	feasibility production	FEAS-F	feasibility final
PREL-P	preliminary production	PREL-F	preliminary final
FME-P	live production	FME-F	live final
PLAN-P	planning production	PLAN-F	planning final
UTIL-P	utility production	UTIL-F	utility final
TEND-P	tender production	TEND-F	tender final
CONSP-P	construction production	CONSP-F	construction final
DEFT-P	defect liability production	DEFT-F	defect liability final
		AS-BUILT-F	as-built final

Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

RANNÓG AILTIRE NA CATHRACH
CITY ARCHITECTS DIVISION

PROJECT TITLE
Duke St/Anne St South Public Realm Scheme

PROJECT ARCHITECT
J. McGovern

PROJECT TEAM
L. Morrissey

DATE
April 2017

SCALE
1:500 @A1
1:1000 @A3

DRAWING TITLE
Site Location Map

REFERENCE NO.
CA17010 PLAN-F

DWG. NO.
01

VER.
-B

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