**DUBLIN CITY COUNCIL**

**Pre-Application Review of Part 8 Proposal:**

Public Realm & Place Making Improvements at Barrow Street, Grand Canal Dock, Dublin 4

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1. **Introduction**

This report has been prepared by the Planning Department of Dublin City Council in respect of a proposal to carry out public realm and place making improvements at Barrow Street, Grand Canal Dock, Dublin 4, in advance of a Part 8 application in respect of same.

The proposal has been put forward by the Transportation Department of the Council.

**2.0 Confirmation that Part 8 applies**

Article 80(2) of the Planning and Development Regulations 2001, as amended, lists categories of local authority development which require a Part 8 application. This list includes any development (other than those already specified in the list), the estimated cost of which exceeds €126,000, with the exception of the laying of underground sewers, mains, pipes or other apparatus.

In the event that the estimated cost of the proposed development exceeds €126,000, the requirements of Part 8 apply.

**3.0 Site Location and Description**

The proposal relates to the entire length (c.450m) of Barrow Street, from the junction with Ringsend Road to the north 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’s 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 side. These developments include, *inter alia*, Google’s EU headquarters.

The area to the north (east side) of the street 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 due to open in 2024.

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 the carriageway and on-street car parking taking up most of the width of the street. The existing footpaths are generally narrow and vary in construction / finishes. The street environment is generally 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.

**4.0 Description of Proposed Works**

As per the draft planning report prepared by John Spain Associates, the main objective of the proposal is to create a more pedestrian focussed environment on Barrow Street by providing new footpaths and areas for recreation and reducing the dominant presence of vehicular movement.

This would be achieved by way of a coherent scheme of hard and soft landscaping and the provision of three focus areas / hubs of activity as follows:

1. Grand Canal Gateway: Located at the southern end of the street at the junction with Grand Canal Street Upper.
2. Central Gateway: Located at the entrance to Grand Canal Dock DART station.
3. Boland’s Gateway: Located at the northern end of the street at the junction with Ringsend Road and the new entrance to the Boland’s Mills urban quarter.

The remainder of the street would have a more traditional format comprising road carriageway and on-street parking. A 6m wide carriageway would be provided the length of the street (save for a section of 3m wide carriageway on approach to and under the railway bridge) with minimum 2m footpath widths increasing to 3.85m in heavily trafficked areas such as the entrance to the DART station.

The proposal includes upgrades and enhancements to materials and finishes, street furniture, lighting and planting (including SuDS measures) and regularisation of the carriageway and on-street parking.

The proposal also includes:

* Traffic signals operating a one-way shuttle system under the railway bridge (thereby facilitating wider footpaths beneath the bridge).
* Formal pedestrian crossings by way of raised tables.
* 27 no. public pay and display parking bays.
* 3 no. accessible parking bays.
* 2 no. electric vehicle charging points.
* 7 no. loading bays.
* 10 no. taxi bays.
* 40 no. Sheffield cycle stands.
* 25 no. Dublin Bike stands to be relocated at the southern end of the street (east side).

**5.0 Supporting Documentation**

The following pre-application documents have been provided:

Reports:

* Draft Planning Report prepared by John Spain Associates dated March 2021.
* Draft Landscape Design Report (Rev. P01.03) prepared by Gustafson Porter + Bowman dated March 2021.
* Material and Furniture Example Palette Document (Rev.P01.01) prepared by Gustafson Porter + Bowman dated 23/02/21.
* Draft Pre-Part 8 Civil Engineering Report (Rev B) prepared by Aecom dated 02/03/21.
* Draft Transport and Movement Study prepared by Aecom dated 01/03/21.
* Mechanical & Electrical Engineering Report prepared by Aecom dated 03/03/21.
* Draft Lighting Scheme Report prepared by Speirs Major dated 01/03/21.
* Draft Microclimatic Wind Analysis and Pedestrian Comfort Report (Rev03) prepared by IN2 dated 01/03/21.
* Draft Universal Design Statement prepared by O’Herlihy Access Consultancy dated 02/03/21.
* Project Supervisor Design Process Safety Report (Rev.20105-02) prepared by Ashview Consultants dated 01/03/21.
* Appropriate Assessment Screening Report (Draft 02) prepared by Altemar Ltd. dated 09/03/21.
* Computer Generated Images (9 no. in total).
* Environmental Impact Assessment Screening Report prepared by Awn Consulting dated 09/12/21.
* Outline Construction Management Plan prepared by Aecom dated January 2022.

Drawings:

* Landscape Architecture Drawing Pack (Draft) prepared by Gustafson Porter + Bowman.
* Engineering Drawing Pack (Draft) prepared by Aecom.
* Mechanical and Electrical Drawing Pack (Draft) prepared by Aecom.

**6.0 Relevant Planning History**

DSDZ3780/20: Permission granted for amendments to previously permitted commercial development DSDZ3796/14 as amended by DSDZ3264/17, DSDZ4111/17, DSDZ2986/18, DSDZ4618/18, DSDZ2623/19, DSDZ2679/19, DSDZ4835/19, DSDZ4334/19 on the former Boland’s Mill site and incorporating Nos. 33, 34, 35 & 35A Barrow Street.

The proposed amendments included, *inter alia*, alterations to the permitted hard and soft landscaping throughout the development.

Condition No. 11(iii) states any works to the public realm which fall outside the red line do not form part of this application and are not permitted.

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 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.

The approved works were not implemented.

2350/12: Permission granted for the construction of a three-armed link bridge connecting the 2nd floor of Gordon House and Gasworks office buildings on the east side of Barrow Street and the 1st floor level of the Google Docks office building on the west side of Barrow Street.

**7.0 Planning Context**

7.1 Dublin City Development Plan 2016-2022

*7.1.1 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 and 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.

*7.1.2 Protected Structures*

The following structures are included on the Record of Protected Structures of the Dublin City Development Plan 2016-2022.

* RPS Ref. No. 878: Barrow Street Railway Bridge.
* RPS Ref. No. 7377: Boland’s warehouse/mill.
* RPS Ref. No. 483: 33 Barrow Street – house/offices including railings and steps.
* RPS Ref. No. 484: 34 Barrow Street – House/offices including railings and steps.

*7.1.3 Flood Risk*

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

*7.1.4 Relevant Policies and Objectives*

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 6: City Economy and Enterprise

* CEE7: To recognise that ‘quality of place’, ‘clean, green, safe’, is crucial to the economic success of the city, in attracting foreign and domestic investment, and in attracting and retaining key scarce talent, tourists, and residents.

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 9: Sustainable Environmental Infrastructure

* SI08: All development proposals shall carry out, to an appropriate level of detail, a Site-Specific Flood Risk Assessment (SSFRA) that shall demonstrate compliance with:
* The Planning System and Flood Risk Management, Guidelines for Planning Authorities, Department of the Environment, Community and Local Government, November 2009, as may be revised/updated and the Strategic Flood Risk Assessment (SFRA) as prepared by this Development Plan.
* The site-specific flood risk assessment (SSFRA) shall pay particular emphasis to residual flood risks, site-specific mitigation measures, flood-resilient design and construction, and any necessary management measures (the SFRA and Appendix B4 of the above mentioned national guidelines refer). Attention shall be given in the site-specific flood risk assessment to building design and creating a successful interface with the public realm through good design that addresses flood concerns but also maintains appealing functional streetscapes. All potential sources of flood risk must be addressed in the SFRA.
* SI26: To ensure that the design of external lighting proposals minimises light spillage or pollution in the surrounding environment and has due regard to the residential amenity of the surrounding area.

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.
* GI28: To support the implementation of the Dublin City Tree Strategy, which provides the vision for the long-term planting, protection and maintenance of trees, hedgerows and woodlands within Dublin City.
* 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.

Chapter 11: Built Heritage and Culture

* CHC2: To ensure that the special interest of protected structures is protected. Development will conserve and enhance Protected Structures and their curtilage and will:
* Protect or, where appropriate, restore form, features and fabric which contribute to the special interest
* Incorporate high standards of craftsmanship and relate sensitively to the scale, proportions, design, period and architectural detail of the original building, using traditional materials in most circumstances
* Be highly sensitive to the historic fabric and special interest of the interior, including its plan form, hierarchy of spaces, structure and architectural detail, fixtures and fittings and materials
* Not cause harm to the curtilage of the structure; therefore, the design, form, scale, height, proportions, siting and materials of new development should relate to and complement the special character of the protected structure.
* Protect architectural items of interest from damage or theft while buildings are empty or during course of works
* Have regard to ecological considerations for example, protection of species such as bats.
* Changes of use of protected structures, which will have no detrimental impact on the special interest and are compatible with their future long-term conservation, will be promoted.

Chapter 12: Sustainable Communities and Neighbourhoods

* SN1: To promote good urban neighbourhoods throughout the city which are well designed, safe and suitable for a variety of age groups and tenures, which are robust, adaptable, well served by local facilities and public transport, and which contribute to the structure and identity of the city, consistent with the standards set out in this plan.
* SN2: To promote neighbourhood developments which build on local character as expressed in historic activities, buildings, materials, housing types or local landscape in order to harmonise with and further develop the unique character of these places.

7.2 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.

Section 3.3.6 of the Planning Scheme relates to the high-level theme of movement and connectivity and states, *inter alia*, the following;

*“It is also part of this High-Level Theme to improve connectivity within the SDZ area, by making a safe and efficient public realm which caters for walking, cycling, public transport and the car.”*

Section 4.2.4.6 of the Planning Scheme deals with the integration of housing with the neighourhood and states the following:

*“An emphasis on the role of the street is important in ensuring that residential units, particularly where they are integrated with commercial uses, are not isolated or segregated from the community adjoining. Abrupt changes in the perception of character and identity need to be avoided. The street and public realm can provide the common denominator to blend residential areas, connect new housing to the wider street network and encourage the opportunity for social inter action.”*

Section 4.4.4 of the Planning Scheme sets out the way forward for movement within the SDZ area and states, *inter alia*, the following:

*“The vision is one of an environment that is pleasant, accessible and easy to move around on foot and by bicycle and where movement to, from and within the area is predominantly by sustainable means. The achievement of this vision will require stitching the gaps in existing infrastructure, providing improved connections, pro-actively managing private car access and parking and the pro-active promotion of sustainable modes of transport.”*

Section 4.11.4 of the Planning Scheme sets out the way forward for the development of open space and green infrastructure. In this regard the Planning Scheme states;

*“In order to create an integrated network of green infrastructure and high-quality public and communal open spaces which enables residents, workers and visitors alike to enjoy, the following approach will be pursued:*

* *To create a network of complementing and connecting open spaces which cater for both active and passive recreation and a wide range of age groups*
* *Toe promote the greening of the public realm including the campshires and the street network to provide for a more sheltered environment and one where a higher priority is given to pedestrians and cyclists*
* *To enhance the bio-diversity value of the SDZ area*
* *To create visual and environmental improvements to brownfield sites including the removal of unsightly hoardings and restoring greenery and landscaping on an interim basis prior to re-development*
* *To ensure that best practice and innovations in SUDs’ design form part of both developments in the public and private domain.”*

Chapter 4.12 of the Planning Scheme deals specifically with the public realm and recognises that creating an attractive and high-quality public domain is at the heart of making successful urban spaces. A spatial structure comprising five hubs, including Barrow Street / Boland’s Mills, each incorporating a major public square, is identified in the scheme. The scheme states these squares are to connect to subsidiary spaces and streets.

Relevant Objectives:

* RN3: To seek a successful inter action between the residential scheme, streets and public realm to foster a true sense of neighbourhood and encourage inter action between residents. Opportunities for animated ground floors, homes with own door access, private landscaped terraces and a successful integration with communal and public open space shall be encouraged.
* 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.
* MV7: To discourage commuter parking and to ensure adequate but not excessive parking provision for short-term shopping, business and leisure use.
* BH6: To ensure the provision of high quality public realm works that embody the maritime and industrial heritage character of the area.
* 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. In respect of the public realm, the Boland’s Mill site is required to provide for a new civic space that exploits the Grand Canal Harbour as a water amenity with at least two pedestrian links from Barrow Street and one from Ringsend Road.

7.3 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.

It identifies three distinct areas, the North Lotts and Spencer Dock/Royal Canal, the Grand Canal Docks and the Dodder, and the Liffey and the Campshires.

It sets out a palette of materials for the different character areas and a toolbox for greening the area.

A Green Toolbox intended for the entire masterplan area seeks to introduce a new tree layer, micro parks, vertical vegetation, floating or aquatic green and green roofs to the area.

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.

The Grand Canal Docks Toolbox recommends the following:

* To apply the Grand Canal toolbox as a basis for all new public realm developments.
* To use natural stone for all pedestrian areas, as well as carriageways for pedestrian crossings where feasible.
* To use stainless steel finishes for bins, bollards, bike parking areas and other incidental fittings such as service and utility boxes.
* To conceal, integrate and recess utility boxes into walls as far as possible.
* To reinstate all Dublin cobble in situ where appropriate.

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.

**8.0 Internal Reports**

**Transportation Planning Division:**

Report dated 9th September 2021. Proposed public realm works welcomed. The report was prepared with input from:

* Transportation Planning Division;
* Roads Design and Construction Division;
* Roads Maintenance Service;
* Technical Support Division; and
* Traffic.

The following general comments were given:

* Swept path drawings for waste, service and emergency vehicles should be included with a planning application.
* Cognisance to be taken of permitted and proposed developments on Barrow Street and their interaction with the public street.
* Information in support of reduction of on-street car parking should be provided, including number of spaces, residential parking permits etc.
* A preliminary Demolition and Construction Management Plan should be submitted with a planning application and should include details of vehicle volumes, access and routing arrangements.
* Limited provision of cycle parking noted, particularly at Ringsend Road junction; provision for cargo bikes should be considered.
* Number of taxi bays proposed (9 no.) considered excessive.
* Concerns regarding location of proposed disabled parking bays adjoining loading bays.
* Potential for Dublin Bikes service bay to double up as loading bay noted.
* Anomalies / discrepancies on the drawings / drawing annotations noted.

Road Design and Construction Division comments:

* Stage 1 Road Audit requested.
* Design and construction issues raised regarding certain materials, paving design, kerb heights, footpath falls etc.
* Potential traffic hazards identified; revised proposals / reconsideration of same sought.

Road Maintenance Services comments:

* Road maintenance issues raised regarding a number of proposed paving units and use of resin bound gravel in some footpath locations as well as use of modular paving units on raised tables.

Public Lighting and Electrical Services comments:

* General requirements for Public Lighting and Electrical Services set out.
* Queries raised regarding certain aspects of the proposed design / electrical services.
* Use of strip lighting generally not acceptable.

Technical Support Division comments:

* Advises that District Heating piping may be installed in Barrow Street in the future so that the buildings on the west side of the street are district-heating enabled in accordance with the SDZ Planning Scheme.

Traffic:

* Issues raised regarding stop lines for cyclists at railway bridge and Ringsend Road and constrained road width for passing cyclists;
* Notes no provision made for secondary traffic lights.
* States project should take into consideration that the existing shuttle traffic lights at the railway bridge would need to be relocated in order to accommodate the proposed narrow entrance to the shuttle path.
* Confirmation sought as to whether the footpath widening under the railway bridge would proceed given recent upgrades of same.
* Concerns raised regarding removal of pay and display and permit parking.
* Location of disabled car parking bays away from taxi ranks / loading bays recommended.
* Concerns raised regarding impact of bicycle stands on width of footpath where located within same.
* Concerns raised by the South East Area Engineer (SEAE) in respect of vehicle swept paths, sightlines impacted by signage, pavement widths, loss of pay and display and permit car parking, location of proposed disabled car parking bays etc.
* Queries raised by the (SEAE) regarding the ownership and use of the area to the front of Grand Canal Station.

**Drainage Division:**

Report dated 7th September 2021. No objection in principle to the proposed works. Report noted that the site is in protected Flood Zone B from the Dodder Estuary and the project is water compatible.

Clarity sought on certain items and further pre-application consultation recommended in respect of the following:

* Demarcation between DCC areas and private landings not shown on drainage drawings and required for the purposes of discussions on future maintenance.
* Extent of proposed vertical and horizontal alignments not clear from drawings; cross-sections for every chainage also required.
* Sustainable drainage elements welcomed but need to be agreed.
* Details regarding surface water drainage including queries regarding gullies and channel drains need to be agreed pre-application.
* Long-term maintenance of some new features may require discussion.
* Area is in protected Flood Zone B from the Dodder Estuary; project is water compatible.
* Queries regarding SSFRA and potential effects of any carriageway realignment; proposed lowering of kerbs should also be referenced in document.

Recommends a Construction Management Plan be prepared having regard to the Air Quality Monitoring and Noise Control Unit’s Good Practice Guide for Construction and Demolition.

**9.0 Planning Review**

The proposed development seeks to provide for a pedestrian orientated and universally accessible street environment whilst continuing to fulfil 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, 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, lighting and the introduction of a shuttle system for vehicular traffic.

Coherent and high-quality hard and soft landscape treatments and finishes are proposed including granite kerbs and paving to footpaths, street trees, planting areas and rain gardens, contemporary public lighting, street furniture and directional signage.

Three zones which provide opportunities for pedestrians to linger would be articulated at key nodes i.e., Grand Canal Street Upper gateway (south of railway bridge containing relocated Dublin Bikes station) and access points to the Grand Canal Dock DART station (Central Gateway) and the Boland’s Mills development at the northern end of the street (Boland’s Gateway).

The proposals have been informed by detailed studies including historic evolution and character analysis, environmental studies including built form, hard and soft landscaping, daylight and wind analysis, and are underpinned by landscape concepts that respond to site-specific conditions.

The overall effect of the project would be an active, attractive and safe street with memorable public spaces / nodes that integrates the commercial and residential uses on the street in a coherent and legible manner. The scheme is broadly welcomed.

An Outline Construction Management Plan (CMP) has been prepared and would be updated and agreed with Dublin City Council on appointment of a contractor. The outline CMP includes mitigation measures for the purposes of safeguarding water quality, traffic management, waste management, monitoring and managing air quality, noise and vibration. The Outline CMP incorporates the DCC Air Quality Monitoring and Noise Control Unit’s *‘Good Practice Guide for Construction and Demolition’* risk assessment matrix which is to be completed by the appointed contractor and the findings incorporated into the CMP.

It is noted that the internal reports from the Transportation Planning Division and Drainage Division were forwarded to the Design Team for consideration and that the Design Team has provided a response to the issues raised, incorporating revisions as necessary.

Procedural Matters:

* The extent of privately owned lands subject to the proposed works is understood to be those outside the dashed green boundary line and inside the red boundary line as shown on the submitted drawing titled ‘Location Plan’ (Dwg. No. BAR-GBP-ZZ-ZZ-DR-L-0011-P-RevP01.03). Letters of consent from the relevant landowners in respect of same should be included with a Part 8 application.

**10.0 Appropriate Assessment and Environmental Impact Assessment Screening**

10.1 Appropriate Assessment (AA) Screening

The proposed development comprises public realm improvements within an existing built-up area, primarily involving hard and soft landscaping works along Barrow Street (c.450m in length), to provide for a more pedestrian focussed and universally accessible environment.

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 Ringend Waste Water Treatment Plant 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

In respect of surface water, the submitted Pre-Part 8 report prepared by Aecom states the following:

*“There is no dedicated surface water sewer along Barrow Street with all drainage entering the existing combined sewer. Due to the significant quantity of critical services it is not possible to install a new surface water sewer along Barrow Street, however, the scheme proposes to both slow and reduce the rate at which surface water enters the combined sewer by introducing features such as tree planting, bioretention areas and low-level biodiverse planting where possible.”*

Surface water discharging to the Ringsend WWTP would undergo treatment, dilution and mixing. As such, and having regard to the nature 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 Natura 2000 sites.

It is noted that the submitted Appropriate Assessment Screening Report prepared by Altemar Ltd. concludes that the proposed development would not give rise to any significant effects on designated sites during the construction or operation phases of the development.

Having regard to the nature and scale of the proposed development, and the distance to the nearest European Sites, the planning authority does not consider that the proposed development would give rise to significant effects on a European Site. A Stage 2 Appropriate Assessment of the proposed development is not considered necessary.

10.2 Environmental Impact Assessment (EIA) Screening

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).

As per the submitted EIA Screening Report, the subject site measures c.7,670sq.m in area.

As such, the proposed development falls under Class 10 (b)(iv) of Part 2 of Schedule 5 of the Regulations, but does not exceed the relevant threshold specified in that class i.e*., 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*.

Article 120(1)(a) of the Regulations state where a local authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.

Schedule 7 of the Regulations sets out criteria for determining whether development listed in Part 2 of Schedule 5 should be subject to an environmental impact assessment.

The submitted EIA Screening Report (which is accompanied by an Outline Construction and Environmental Management Plan (CEMP) and Appropriate Assessment Screening Report) describes the characteristics and location of the proposed development and considers the potential for cumulative environmental impacts with other existing or permitted development.

The following is noted:

1. Characteristics of the Proposed Development

* The design of the proposed public realm enhancements utilises high quality materials and reflects the existing pattern of development in the surrounding area.
* No demolition works are proposed.
* Some levels of construction waste (surplus building materials / packaging and organic/food waste generated) would be produce during the construction phase.
* There is potential for short-term nuisances during the construction phase including dust, noise and pollution of groundwater or storm drains.
* No risks of major accidents / disasters have been identified.
* The primary potential risks to human health relate to an increase in air pollution, noise and pollution of ground water / drainage. Visual and traffic impacts are considered less significant given the location of the proposed development within a highly developed area.

2. Location of the Proposed Development

* The development site (Barrow Street) is located within the south inner city / historic docklands area of Dublin.
* A number of residential and commercial developments have constructed on the street in recent years.
* The site zoned Z14 under the Dublin City Development Plan 2016-2022.
* There are no sensitive soil receptors, identified areas of geological heritage or groundwater supplies in the vicinity of the site.
* The receiving environment has a low environmental sensitivity in terms of hydrogeology and hydrology.
* The development site is not directly connected with or necessary for the conservation management of European Sites examined (as per Appropriate Assessment Screening Report).
* No rare, threatened or legally protected species are known to be present on the development site.

3. Types and Characteristics of Potential Impacts on the Environment

The potential for negative impacts on the environment primarily relate to the construction phase of the project. The following is noted:

* Potential increased air pollution (dust), noise, traffic, visual impact and construction waste during the construction phase would be mitigated by way of best practice measures set out in the submitted Outline CEMP.
* The predicted impact of the proposed construction works on air quality as a result of dust emissions are deemed to be short-term and imperceptible.
* The potential effects of noise and vibration during the construction phase would be negative, imperceptible and short-term.
* Risk of accidental spills and leaks from machinery during the construction phase to be mitigated by way of a best practice construction methodology in respect of the storage of hazardous substances and risk management and would be incorporated into the project specific CEMP.
* Dirty water arising from dewatering during the construction phase is to be fully and appropriately attenuated by silt bags before being discharged to vegetation or a surface water drainage feature. Portable sanitary facilities are to be provided for construction staff.
* The proposed development is compatible with the land use zoning objective for the site, its surroundings and the pattern of development in the area. The predicted impact on the landscape and visual amenity of the area during the construction phase is neutral to negative and would range from slight to moderate for a short-term period.
* The proposed development would not result in a significant consumption of material assets or generate a significant volume of waste during the construction or operational phase.
* No works are proposed to Barrow Street railway bridge, a Protected Structure.
* No risk of major accidents and/or disasters have identified.

The submitted EIAR Screening Report concludes that there are no likely significant effects on the receiving environment for the proposed development that would warrant preparation of an EIA. Based on the information provided, including the construction management measures as described in the submitted Outline CEMP, the findings of the screening report are accepted and the preparation of an EIA is not deemed necessary.

It is concluded, therefore, 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. The need for environmental impact assessment can, therefore, be excluded.

**11.0 Conclusion**

Having regard to the documentation submitted, the Planning Authority is satisfied that:

1. In the event that the estimated cost of the proposed development exceeds €126,000, the requirements of Part 8 apply.
2. The proposed development is broadly in accordance with the provisions of:
* The Dublin City Development Plan 2016-2022,
* The North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme, and
* The Public Realm Masterplan for the North Lotts and Grand Canal Dock SDZ.
1. 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. Stage 2 Appropriate Assessment is not considered necessary.
2. The proposed development comprises a subthreshold project for the purposes of determining whether an Environmental Impact Assessment is required i.e. Class 10(b)(iv) Infrastructures projects comprising urban development which would involve an area greater than 2 hectares in the case of a business district.

Having regard to the nature, size and location of the proposed project, which primarily consists of public realm enhancement works within a built-up area, and the construction management measures set out in the submitted Outline Construction and Environmental Management Plan, it is considered that there is no real likelihood of significant effects on the environment arising from the proposed project. The need for environmental impact assessment can, therefore, be excluded.

Eoin Kelliher

*Executive Planner*

28th February 2022

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Brianan Nolan

Senior Executive Planner

28th February 2022



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02/03/22