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Planning Application Report

Subdivision & Change of Use

2-4 O'Connell Street Lower,
Dublin 1
D01 RD34

On behalf of

Kingstonway Limited

August 2026



**Brock
McClure**

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1 Executive Summary

A brief summary of the key points of this report is set out below:

- **Agent & Applicant Details** – We, Brock McClure Planning & Development Consultants, 63 York Road, Dún Laoghaire, Co. Dublin are instructed by our client, **Kingstonway Limited**, to prepare and submit a planning application for the subdivision and change of use of the existing premises to provide 1 no. restaurant unit at basement, ground and mezzanine level, 1 no. retail unit at ground floor level and active office use at the upper floors of 2-4 O'Connell Street Lower, Dublin 1, D01 RD34 (a Protected Structure).
- **Report Objectives** – This report is intended to provide details on the proposed development; identify consistency with the relevant national and regional planning policy document together with guidelines issued under Section 28 of the Planning and Development Act (as amended); and identify compliance with local statutory planning policy in the form of the Dublin City Development Plan 2022 – 2028.
- **Site Context** – The subject site measures approx. 0.04 ha located within Dublin City Centre at 2-4 O'Connell Street Lower, Dublin 1, D01 RD34 (a Protected Structure). The subject site currently consists of a vacant building comprising a former bank premises at ground floor, mezzanine and basement levels, together with the vacant office accommodation at upper floor levels.
- **Public Transport** – The site is well located in terms of public transport accessibility. A bus stop (ID: 273) is located approx. 77 m from the site. The site is served by a range of bus routes providing both local and regional connectivity. The subject site sits approx. 100 m / 3-minute walk from the O'Connell GPO Luas Stop (served by the Luas Green Line) and the Abbey Street Luas Stop (served by the Red Line). The subject site is also located approx. 400 m / 6-minute walk from Tara Street DART Station, served by InterCity, commuter and DART trains and is located approx. 1 km / 14-minute walk from Connolly Train Station.
- **Pre-Planning** – A pre-planning enquiry was submitted to Dublin City Council and a pre-planning meeting took place with Dublin City Council on the 23 February 2026. All matters raised by the Planning Authority have, where possible, been addressed in the proposal now submitted.
- **The Proposal** – The proposed development consists of the sensitive repurpose of the existing vacant building through the subdivision and change of use of the former bank premises at ground floor and basement levels, together with the vacant office accommodation at upper floor levels, into three separate and independent units. The proposal includes a change of use from the existing vacant bank use to provide 1 no. retail unit at ground floor level and 1 no. restaurant use at basement and ground floor and mezzanine levels with the upper floors remaining in office use.
- **Site Zoning** – The subject site is zoned Z5 – City Centre' with an objective *“to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity”*. As permissible in principle, a mixed-use scheme is proposed comprising both retail, restaurant and office development. The proposed use is wholly consistent with the land use zoning objectives and does not undermine the intended purpose of the zoning.
- **Key Opportunity** – The subject site offers a significant opportunity for the retail, restaurant and office development within Dublin City Centre. The proposal is appropriate to the site, the surrounding area and is well founded in planning policy terms.





2 Introduction

We, Brock McClure Planning & Development Consultants, 63 York Road, Dun Laoghaire, Co. Dublin are instructed by our client, **Kingstonway Limited, 47 Merrion Square, Dublin 2**, to lodge this planning application for the subdivision and change of use at **2-4 O'Connell Street Lower, Dublin 1, D01 RD34 (a Protected Structure)**.

The proposed development seeks to sensitively repurpose the existing vacant building through the subdivision of the former bank premises at ground floor, mezzanine and basement levels, together with the vacant office accommodation at upper floor levels, into three separate and independent units including 1 no. retail unit at ground floor level, 1 no. restaurant unit at basement and ground floor and mezzanine levels and 1 no. office unit at upper floor levels. The proposal includes a change of use from the existing vacant former bank use at ground floor, mezzanine and basement levels to a restaurant unit and 1 no. retail unit at ground floor level with the remainder of the upper floor levels (first to fourth floor) remaining as office use. All proposed interventions are designed to respect and protect the architectural and historic character of the building, while facilitating its viable and long-term reuse.

Our client has recently acquired the property and is keen to address its prolonged vacancy by bringing the building back into active, vibrant and productive use. The proposal is intended to activate the street frontage, enhance the vitality of the public realm, and attract increased pedestrian activity to this important part of the city centre on Lower O'Connell Street.

The proposal is specifically aimed at reinvigorating this section of Lower O'Connell Street through the introduction of active ground floor uses that will contribute to street animation, enhance passive surveillance, and strengthen the vitality of the public realm. The reactivation of office use at upper floor levels will further ensure sustained daytime activity, supporting the continued regeneration of O'Connell Street, complement existing retail and commercial uses, and support the wider economic and social vitality of the area.

In developing the proposal, our client has undertaken extensive market research to identify uses that are both commercially viable and appropriate to the location, building typology, and surrounding context. This process has demonstrated strong market demand for the subject premises, with confirmed interest and immediate uptake of the office space for the upper floors, an international sit-down restaurant operator, and an international retail operator. The proposed mix of uses will complement existing retail, commercial and cultural activities along O'Connell Street and will contribute positively to the economic and social life of the area.

The proposal represents an efficient and sustainable use of a highly accessible city centre site and seeks to maximise the development potential of the existing building in a manner that is appropriate to its protected status and wider surrounding context.

The proposed development relates solely to the subdivision and change of use the existing building. The existing building will remain unchanged in terms of its size, form, and external appearance from O'Connell Street.

This report is intended to specify the rationale behind the subject proposal; to identify compliance with the relevant statutory documentation and to provide a detailed description of the proposal for the benefit of the Planning Authority.



3 Site Context

3.1 Subject Site

The subject site is located at 2-4 O'Connell Street Lower, Dublin 1, and was formerly occupied by Ulster Bank up until April 2023. The site has a strong urban frontage onto O'Connell Street and a fire exit onto Harbour Court, to the rear of the building on site.

The surrounding context is characterised by a mix of ground floor retail and commercial uses with heights ranging from 4-5 storeys. There is currently 1 no. vacant structure on site. The full extent of the site is set out in the figure below.



Figure 1 – Aerial View of Subject Site outlined in Red

3.2 Existing Structures on Site

The site accommodates 1 no. existing structure, a Protected Structure (RPS Ref. 5992 and NIAH Ref. 50010511 and 50010512). The existing structure is a terraced 8 bay, 5 storey over concealed basement property. The subject building is located within the O'Connell Street and Environs ACA and Special Scheme of Planning Control.

The proposed development comprises a change of use and will have minimal impact on the existing structure on site. All works have been carefully designed to respect the character of the existing building.

We refer the Planning Authority to the accompanying Architectural Heritage Report prepared by Fergal McGill Conservation Architect for a detailed description of the building on site.

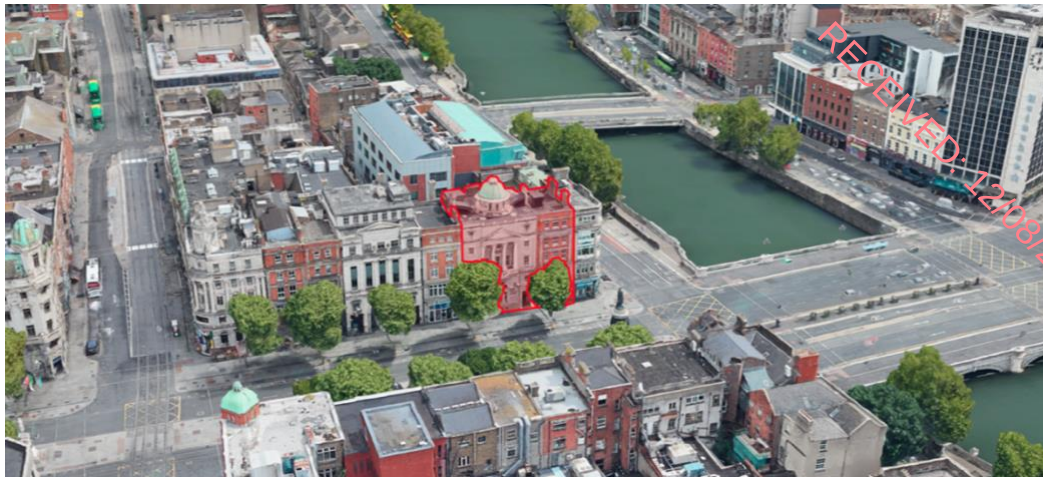


Figure 2 – Birds Eye View of Subject Site outlined in Red

3.3 Surrounding Context

The subject site, situated on O'Connell Street, benefits from a highly central location within Dublin City Centre. It is positioned approx. 210 m south of the River Liffey and lies within close proximity to several of the city's most notable landmarks, including the GPO, the Spire, the Ilac Centre, Jervis S.C., Henry Street, Parnell Square, St. Stephen's Green, Dublin Castle and Gardens, Temple Bar, the Four Courts and Trinity College all located within a 1 km radius.

Positioned within Dublin's Core Retail Area, the site has excellent connectivity and sits at the heart of a vibrant urban environment. Its strategic location places it within easy walking distance of Dublin's principal cultural, historic, and commercial attractions, while also benefitting from immediate access to the city's public transport network.

This combination of accessibility, visibility, and proximity to key destinations makes the site particularly well-suited for a retail, restaurant and office use.

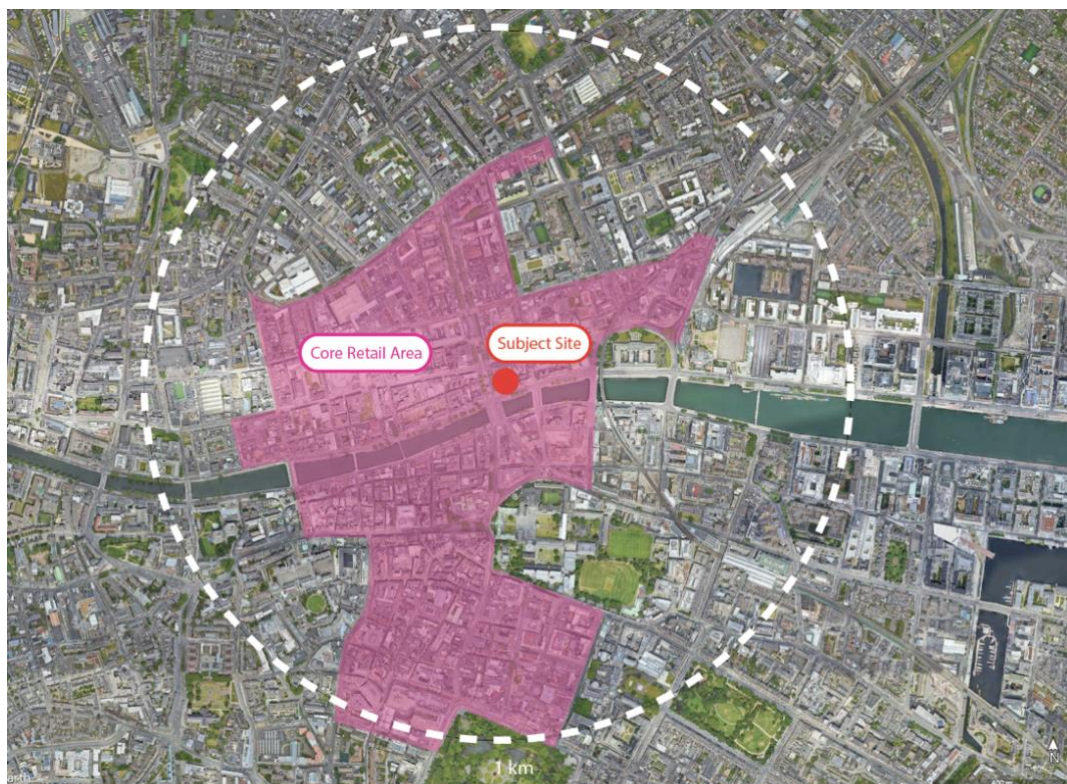


Figure 3 – DCC Core Retail Area with Subject Site outlined in Red

3.4 Public Transport

The subject site is exceptionally well located in terms of public transport accessibility.

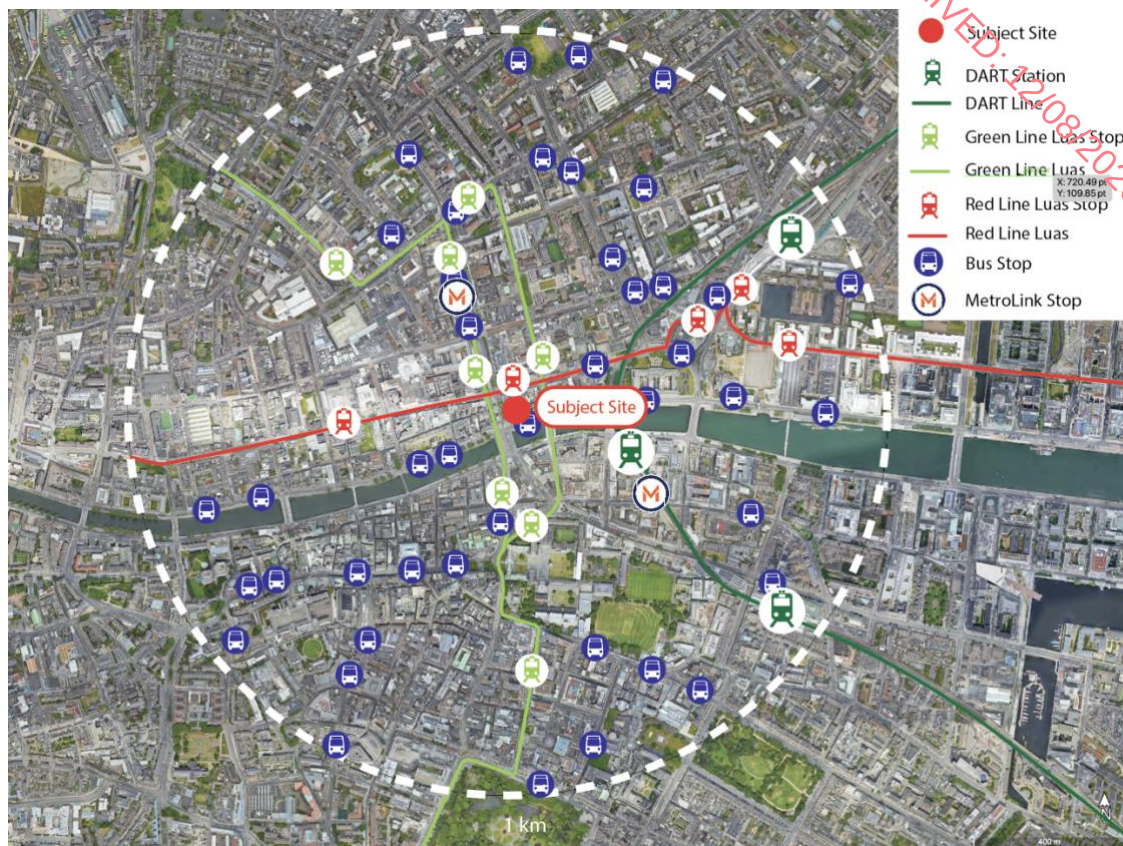


Figure 4 – Public Transport Context Map within 1 km radius of Subject Site

Local Bus Network

The subject site is located in a public transport node with proximity to a variety of high-frequency bus stops, as follows:

Bus No.	Bus Route	Peak Frequency
O'Connell Bridge, Stop 273 (approx. 77 m from subject site)		
4	Heuston – Monkstown Avenue	12 mins
7	Mountjoy Square – Brides Glen Luas	10 mins
7A	Mountjoy Square – Loughlinstown	30 mins
19	Merrion Square – Dublin Airport	20 mins
O'Connell St Lower, Stop 271 (approx. 81 m from subject site)		
1	Santry – Pearse Street	10 mins
11	Phoenix Park – Sandyford	20 mins
11B	Phoenix Park – Donnybrook	20 mins
44	DCU – Enniskerry	30 mins
44D	O'Connell Street – Dundrum Luas Station	Single Departure
53	Talbot Street – Dublin Ferryport	45 mins
122	Drimnagh Rd. – Ashington	10 mins
Eden Quay, Stop 7359 (approx. 120 m from subject site)		
60	John Rogerson's Quay – Red Cow Luas	60 mins
G1	Spencer Dock – Red Cow Luas	15 mins



Bus No.	Bus Route	Peak Frequency
G2	Spencer Dock – Liffey Valley Shopping Centre	15 mins
500	Swords – City Centre	30 min
500N	Swords – City Centre	2 no. services daily
500X	Swords – City Centre	Peak Hours Only
501	Swords – City Centre	3 no. services daily
505	Swords – City Centre	4 no. services daily
506	Swords – City Centre	2 no. services daily
Eden Quay, Stops 297-300 (approx. 190 m from subject site)		
14	Beaumont – Dundrum Luas	10 mins
15	Ballycullen Rd – Clongriffin	5 mins
27	Jobstown – Clarehall	10 mins
27A	Eden Quay – Blunden Drive	35 mins
27B	Eden Quay – Harristown	15 mins
73	Walkinstown – Marino	12 mins
151	Docklands – Foxborough	15 mins
Bachelors Walk, Stop 315 (approx. 200 m from subject site)		
37	Baggot Street – Blanchardstown Centre	10 mins
39	Burlington Road – Ongar	20 mins
39A	UCD Belfield – Ongar	10 mins
70	Burlington Rd. – Dunboyne	60 mins
C1	Adamstown – Sandymount	6 mins
C2	Adamstown – Sandymount	6 mins
C3	Maynooth – Ringsend	20 mins
C4	Maynooth Station – Ringsend	30 mins
C5	Maynooth – Ringsend	60 mins (nighttime only)
C6	Maynooth Station – Ringsend	60 mins (nighttime only)
69	Hawkins St. – Rathcoole	60 mins
69X	Hawkins St. – Rathcoole	Single Departure

Table 1 – Bus Routes and Frequency in Proximity to Subject Site

BusConnects

We note to the Planning Authority that the local bus routes are subject to change due to the ongoing BusConnects programme to improve bus services in Dublin and other Irish cities. The Dublin Bus network is undergoing a phased redesign of its services and routes. The proposed network can be seen in the figure below. Bus routes C1 – C6 are already operational as shown in the table above. Additional proposed bus services that will be served at the bus stops within walking distance of the site are:

A – Spine / Branch Route	- A1 (Beaumont Hospital – Ballycullen) - A2 (Dublin Airport – Dundrum) - A3 (Shanowen Road – Tallaght) - A4 (Swords Manor – Dundrum)
B – Spine / Branch Route	- B1 (Ongar – UCD) - B2 (Ongar North – UCD) - B3 (Tyrrelstown – Dún Laoghaire) - B4 – (Blanchardstown – Sallynoggin)





C – Spine / Branch Route	• C1 (Adamstown – Sandymount) • C2 (Adamstown – Sandymount) • C3 (Maynooth – Ringsend) • C4 (Celbridge – Ringsend)
D – Spine / Branch Route	• D1 (Foxborough – Clongriffin Station) • D2 (Citywest – Clarehall) • D3 (Deansrath – Clongriffin Station) • D4 (Ellensborough – Santry) • D5 (Tallaght – Blunden Drive)
F – Spine / Branch Route	• F1 (Charlestown S.C. – Tallaght) • F2 (Charlestown S.C. – Spawell) • F3 (Charlestown S.C. – Limekiln)
G – Spine / Branch Route	• G1 (Red Cow – Spencer Dock) • G2 (Liffey Valley – Spencer Dock)
H – Spine / Branch Route	• H1 (Clongriffin – City Centre) • H2 (Portmarnock – City Centre) • H3 (Howth – City Centre)
Other City Bound Routes	• 6 (Howth Station – Abbey Street) • 8 (Beaumont Hospital – Abbey Street) • 10 (Clontarf – City Centre) • 20 (Malahide – City Centre) • 21 (Swords Business Park – City Centre) • 22 (Glen Allen Road – City Centre) • 34 (Blanch S.C. – Burlington Road) • 35 (Blanch S.C. – Burlington Road) • 36 (Rathborne – Ballsbridge) • 37 (Blanch S.C. – Burlington Road) • 58 (Rathcoole – Dublin Port) • 71 (East Road – Tallaght) • 72 (Children's Hospital Crumlin – East Road) • 73 (Walkinstown – Marino) • 74 (Dundrum – Eden Quay) • 80 (Ballinteer – Liffey Valley) • 81 (Limekiln – Ringsend) • 82 (Killinarden – Ringsend) • 85 (Tallaght – Parnell Square) • 86 (Ticknock – Mountjoy Square) • 87 (Belarmine – Mountjoy Square) • 88 (Enniskerry – Mountjoy Square)

Table 2 – BusConnects Routes in proximity to Subject Site



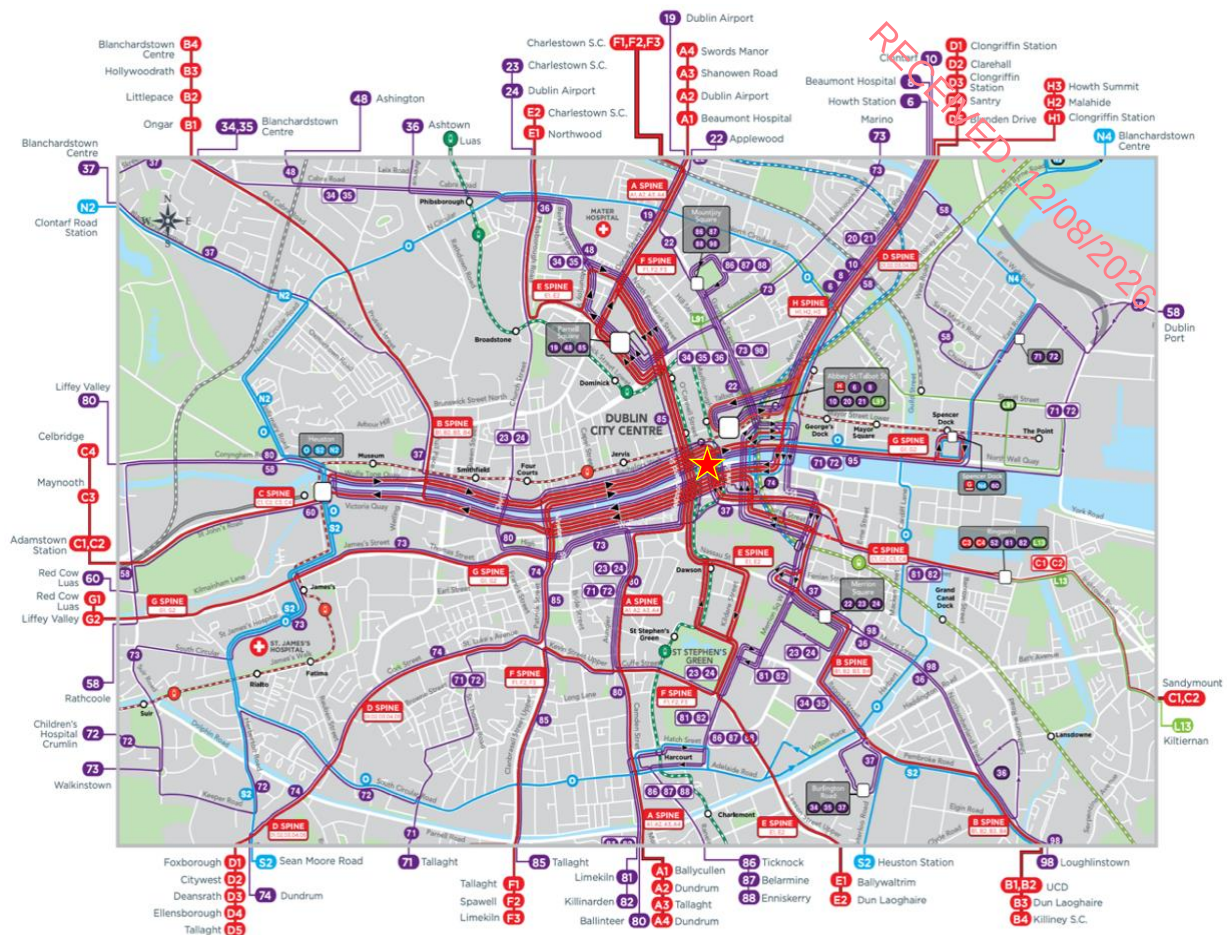


Figure 5 – Proposed BusConnects Network (subject site identified by Red Star)

Luas

The subject site sits within 100 m walking distance to both the O'Connell GPO Luas Stop (served by the Luas Green Line) and the Abbey Street Luas Stop (served by the Red Line). The Green Line Luas operates between Broombridge and Brides Glen with a peak 3-minute frequency. The Red Line Luas operates between Saggart and The Point with a peak 3-minute frequency.

The frequency of the Luas Green Line at the O'Connell GPO stop is shown in the tables below:

Period (Mon – Fri)	Northbound		
	Min	Avg	Max
05:59-07:00	5	8	18
07:00-10:00	3	4	7
10:00-16:00	6	6	8
16:00-19:00	4	4	7
19:00-00:47	6	8	16
Period (Sat)	Northbound		
	Min	Avg	Max
06:59-10:00	7	14	20
10:00-16:00	6	7	8
16:00-19:00	6	6	7
19:00-00:47	6	8	15
Period (Sun)	Northbound		
	Min	Avg	Max



Table 3 – O’Connell GPO Stop Frequency

Max

Table 4 – Abbey Street Stop Frequency



Train / DART

The subject site sits approx. 400 m / 6-minute walk from Tara Street DART Station. The Tara Street Station is serviced by InterCity, commuter and DART trains with destinations such as Dublin Connolly, Dun Laoghaire, Grand Canal Dock, Bray & Greystones, Dundalk, Rosslare, Maynooth, Longford & M3 Parkway, Portlaoise, Howth and Newry.

The subject site also sits approx. 1 km / 14-minute walk from Connolly Train Station. Connolly Station is serviced by InterCity, commuter and DART trains with destinations such as Belfast, Rosslare, Sligo, Dundalk, Maynooth, Longford & M3 Parkway, Portlaoise, Bray & Greystones, Howth and Newry.

Proposed MetroLink

The subject site will also be located in proximity to the proposed Dublin Metrolink, which is planned to connect Dublin's City Centre to Dublin Airport and Swords in the north of Dublin. The planned service will have two stations within relative proximity to the site at O'Connell Street, approx. 160 m / 3-minute walk from the subject site.



Figure 7 – Proposed MetroLink Map



4 Planning History

There is an extensive planning history associated with the subject site. The following sets out the most recent planning history pertaining to the subject site for the convenience of the Planning Authority.

4.1 Subject Site

Reg. Ref. 3776/23

Permission was **GRANTED** on 15 February 2024 to carry out external works on a protected structure for the removal of ATM's in stonework and shopfront glazing with replacement stone and glazing to match existing. The removal of the night safe front plate, replacing with a blank steel plate, as well as the removal of the Ulster Bank Shop Front raised lettering and the removal of all blue Ulster Bank signage. Carry out internal works for the removal of the ATM's, as well as the removal of loose furniture and general Ulster Bank signage and on all floors.

Reg. Ref. 3689/17

Permission was **GRANTED** on 14 November 2017 for development consisting of removal of 5 teller counters, form new internal partition wall for new automated banking machines.

Reg. Ref. 3116/17

Permission was **GRANTED** on 15 September 2017 for alterations to the size of 2 no. existing ATM apertures and enlargement of 1 no. internal door and frame, to accommodate installation of 2 no. new ATM machines.

Reg. Ref. 2081/15

Permission was **REFUSED** on 03 March 2015 for development consisting of the erection of opaque vinyl signage to internal face of windows for the purpose of advertising.

Permission was refused as the proposed development was considered to be visually obtrusive and have a seriously negative impact on the character of the Protected Structure and be contrary to conditions 5 and 6 of the parent permission which required the window to be kept free of all stickers, advertisements etc.

Reg. Ref. 4621/08

Permission was **GRANTED** on 12 January 2009 for development consisting of the insertion of a new ATM machine to the right hand side of the shop front and all associated works to amend the shopfront.

Reg. Ref. 1140/08

Permission was **GRANTED** on 21 May 2008 for development consisting of the removal of existing façade and reinstatement of the original façade of 1923 at ground floor level. Other external works will include reinstating five sash windows and five sashes at upper levels to match original layout c. 1920 and installing new concealed lighting scheme and new largely c. 1976 on ground and mezzanine floors. The internal works will include a ramped access to the banking hall, filling in the existing staircase to mezzanine floor and the addition of a staircase to access the mezzanine level.

4.2 Surrounding Context

There is an extensive planning history pertaining to the area surrounding the subject site that relates to retail and restaurant development. The following planning history relates to change of use to retail and restaurant applications within 1km of the subject site made within the last 5 years:





Reg. Ref.	Location	Development	Decision	Appeal
1290/25	Unit 3, Father Scully House, Gardiner Street Middle and Temple Lane North, Dublin 1 (approx. 1 km from subject site)	Change of use from a creche to commercial/retail use.	GRANT 10 th April 2025	N/A
4173/24	Nos. 112-113 Grafton Street, Dublin 2 (approx. 550 m from subject site)	Change of use of the second-floor area from ancillary cafe/restaurant to higher order fashion retail (259sq m) and associated works; internal fit-out works at each level; new shopfront and signage; and all associated works.	GRANT 10 th October 2024	N/A
3525/24	10 Talbot Street, Dublin 1 (approx. 500 m from subject site)	Change of use from retail use to restaurant use on the ground and basement floor with replacement of existing shopfront including signage and lighting and all ancillary works.	GRANT 12 th August 2024	N/A
WEB1824/23	63 Talbot Street, Dublin 1 (approx. 800 m from subject site)	Change of use from general retail to restaurant with take away.	GRANT 31 st May 2024	N/A
4866/23	107 Talbot Street, Dublin 1, D01 F9V4 (approx. 350 m from subject site)	Change of use from retail use to restaurant use on the ground and basement floor with replacement of existing shopfront including signage and lighting.	GRANT 26 th January 2024	N/A
WEB1246/22	156, Parnell Street, Dublin 1 (approx. 650 m from subject site)	Change of use on the ground floor from Café to Restaurant for hot and cold food for sale on and off the premises.	GRANT 6 th September 2022	N/A
3933/21	12 Wicklow Street, Dublin 2, D02EC43 (approx. 700 m from subject site)	Material change of use from office to retail use at first floor level with a single storey extension located at first floor level, an extension of the basement level with a	GRANT 1 st April 2022	N/A





		new staircase linking basement, ground and first floor levels and a new shopfront.		
4500/22	28 Abbey Street Lower, Dublin 1 (approx. 190 m from subject site)	Change of use from public house to retail at basement and ground floor level and to residential at first, second and third floor levels.	GRANT 13 th October 2022	
3393/21	180, Parnell Street, Dublin 1 (approx. 650 m from subject site)	Change of use from retail phone shop to restaurant. A take away/sit down service on the ground floor and food preparation at basement level, new external signage and associated site works.	GRANT 20 th October 2021	N/A
2085/20	7 Cathedral Street, Dublin 1 (approx. 350 m from subject site)	(a) change of use of existing basement storage to cultural and artistic use; (b) change of use of existing vacant ground floor shop/store to retail unit & coffee shop; (c) change of use of existing vacant first & second floor offices to a 5 bedroom apartment; (d) elevation alterations to include a new shopfront with signage & 2 no. new windows at second floor level to the west & south facing elevations.	GRANT 14 th July 2020	N/A

Figure 8 – COU Planning History within 1km of the Subject Site

4.3 Planning History Conclusion

It is evident from the above planning history that the subject building has undergone a range of interventions over time, both internally and externally, largely associated with its former use as a banking premises. These works were, in the main, granted permission by the Planning Authority.

In this context, the proposed development seeks to build upon this established pattern of managed change by sensitively reintroducing active and viable uses to a long-vacant Protected Structure. The proposed development represents a positive and conservation-led response to vacancy along Dublin City's primary thoroughfare.

Accordingly, the planning history establishes a clear precedent for retail and restaurant use at this location, and the proposed development comprising a change of use to retail and change in use to





restaurant use in a city centre location has been previously accepted in principle by DCC. The development can therefore be regarded as an established and accepted, which contributes positively to the vitality of the area and avoids a reversion to vacancy.

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5 Pre-Planning Consultation

The evolution of the scheme has been brought about by engagement with the Planning Authority of Dublin City Council. The Applicant and Design Team formally engaged in preliminary discussions with the Planning Authority presenting a draft outline of the proposed development and a meeting was held on 23 February 2026.

Comments from the Dublin City Council representatives presented at the meeting were considered and the design team have prepared a revised proposal based on the feedback received.



Figure 9 – Proposed Ground Floor Plan for the Initial Pre-Planning Stage

The proposal submitted as part of the initial pre-planning pack provided for the following:

- Subdivision of the former bank premises at ground floor and basement levels, together with the vacant office accommodation at upper floor levels, into three separate and independent units. Minor internal alterations are proposed to wall and door openings and reconfiguration of stairwells to facilitate the proposed development.
- Change of use from the former vacant bank use at ground floor and basement levels to restaurant and café use and a change of use from vacant office accommodation at upper floor levels to educational use.
- Provision of a new entrance point into the building from O'Connell Street to provide access into proposed unit no. 2 (café use).

Reconfiguration of floor levels to the rear of the building fronting onto Harcourt Court to form an internal fire escape stairwell from second to ground floor levels.

**Pre-Planning Feedback**

Below is a summary of the points raised by DCC at this meeting and we note that the matters have been addressed as the design has been progressed:

Planning Authority Comments	Design Response of Current Scheme
Retail use would be less invasive than restaurant use.	A restaurant use (approx. 733.84 sqm) is proposed occupying approximately half of the ground floor, the mezzanine level and entire basement area fronting O'Connell Street as part of the development. Further to this, the proposed development will also provide 1 no. retail unit (approx. 121.72 sqm) at ground floor level within the DCC Core Retail area.
No objection to subdivision subject to works brought being conservation-led.	The proposed development has been conservation-led from the outset and places significant emphasis on the sensitive refurbishment, enhancement and adaptive reuse of the Protected Structure. The proposal seeks to retain and enhance the character of this important building through a comprehensive programme of conservation-led works, ensuring that its remaining original architectural features are preserved in line with best practice guidance. The conservation-led subdivision and change of use of the Protected Structure has been a central objective of the proposed development. We refer the Planning Authority to the accompanying Heritage Impact Assessment prepared by Fergal McGill Conservation Architects. The reports key recommendation and conclusion is as follows: <i>“It is therefore put forward that the proposed works will not have a negative impact on the special interest of the building and will allow the sustainable on-going use of the Protected Structure. As such, we recommend that the application is viewed positively by Dublin City Council.”</i>
Bicycle parking would be required for the educational use and the transport department will look for shower / changing facilities. There	The proposed development does not provide bicycle parking as part of the scheme as the subject site is located along O'Connell Street





might be flexibility due to location and protected nature of structure.	Lower and is in proximity to a number of existing public bicycle parking facilities.
Signage to be discrete given the sites location in ACA and SPC. Illumination should be backlit only.	The proposed development will provide discrete signage areas along the western elevation fronting onto O'Connell Street. Exact signage details will be agreed post-planning prior to the occupation of the end-users. The proposed scheme has been carefully conceived as a conservation-led scheme that prioritises the preservation, enhancement, and celebration of the historic character of the Architectural Conservation Area (ACA) and therefore the proposed signage has been designed to respect the both the ACA and SPC.
Demolition to be minimal.	The proposed development will provide minimal demolition to allow for internal alterations including internal modifications to walls and door openings, reconfiguration of internal circulation routes and localised layout modifications. The proposed development will also include the removal of the existing rear fire escape stairs and 2 no. chimneys to the rear to accommodate a new enclosed fire escape stairwell. The proposed demolition is minor and is required for the proposed development to align with fire safety requirements.
Further detail is required on how the buildings historic fabric will be retained.	The design of the proposed development has evolved through a detailed understanding of the Protected Structure's special interest, with all proposed interventions developed to minimise impact on its historic fabric while facilitating a viable and sustainable use for the remainder of the site. Particular care has been taken to retain and conserve key architectural features while any works have been designed to be sympathetic, proportionate, and complementary to the existing building while securing its long-term preservation and meaningful reuse.

Table 5 –Pre-Planning Comments from DCC

All matters raised by the Planning Authority have, where possible, been addressed in the proposal now submitted.



6 Proposed Development

The development will consist of the following:

- a) The subdivision of No's 2-4 O'Connell Street Lower to provide 3 no. independent units, each with individual access from O'Connell Street.
 - (i) Unit 2 (retail use) of approx. 121.72 sqm will be located at ground floor level of No. 2 O'Connell Street Lower (with proposed new entrance).
 - (ii) Unit 3 (office use) of approx. 940.71 sqm will be located at first to fourth floor level across No's 2-4 O'Connell Street Lower (with existing central ground floor entrance).
 - (iii) Unit 4 (restaurant use) of approx. 733.84 sqm will be located across basement, ground and mezzanine levels of No's 2-4 O'Connell Street Lower (with existing ground floor entrance).
- b) The change of use of from a former bank use to restaurant use at basement level, ground floor level and mezzanine level and change of use from a former bank to commercial (retail) use at ground floor level. The use of the upper floors is currently in office use and no change of use is proposed.
- c) The proposed development will also include internal and external alterations, including; internal modifications to walls and door openings, reconfiguration of internal circulation routes, removal and addition of new stair cores, localised layout modifications and reduction of the useable basement floor area; external alterations include addition of new rear access fire escape doors at ground floor level, removal of the existing rear fire escape stairs and 2 no. chimneys to the rear and the reconfiguration of floor levels to the rear of the building to accommodate a new enclosed fire escape stairwell serving the fourth floor to ground floor level; removal and replacement of roof lights and associated AOVs; and the provision of a new entrance at ground floor level onto O'Connell Street to provide independent access to proposed Unit 2 (retail use).

The development will also provide for all associated development works.

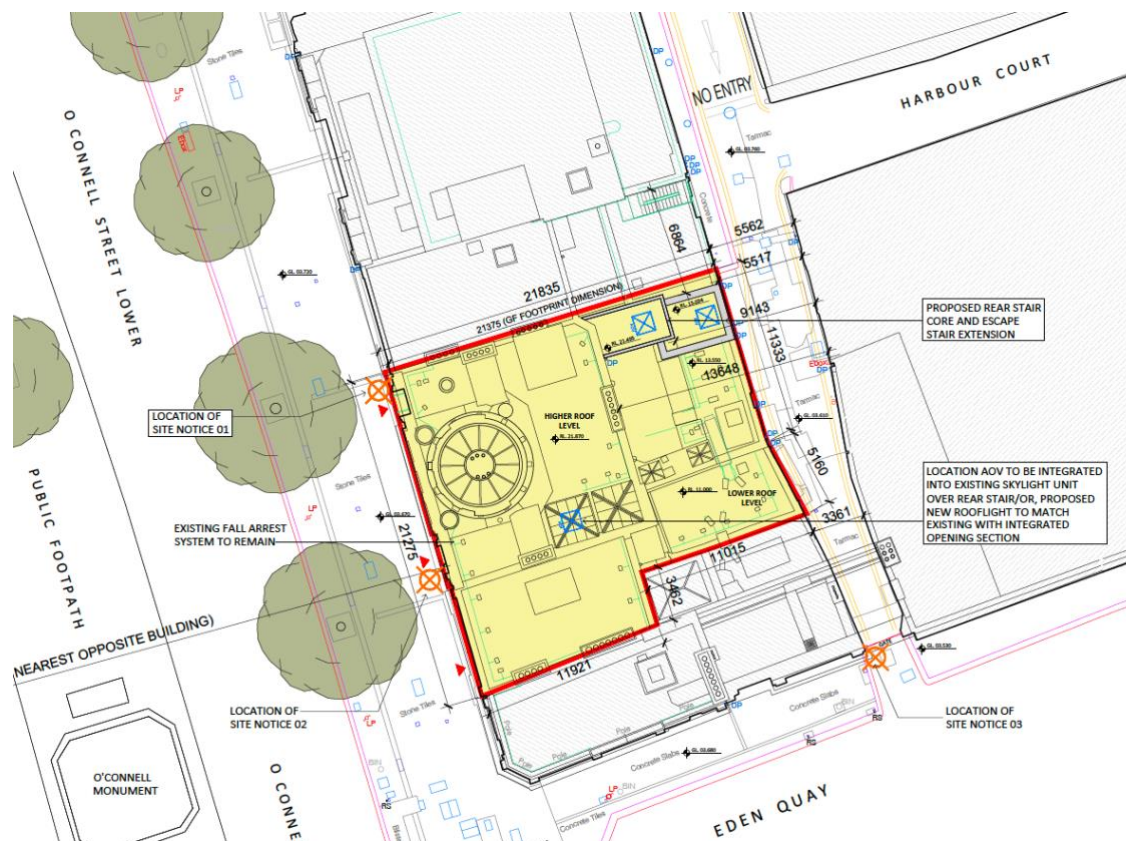


Figure 10 – Proposed Site Layout Plan



6.1 Detailed Description

Subdivision of Existing Building

The proposed development seeks to subdivide the existing building formerly in use as a single banking premises with office accommodation above, into three distinct and independent units. The subdivision has been carefully designed to respond to the existing architectural form, structural layout and access arrangements of the building, ensuring that each unit can operate independently while preserving the overall coherence and legibility of the Protected Structure.

Unit 2 (proposed retail) will be located at ground floor level of No. 2 O'Connell Street Lower, with a total GFA of approx. 121.72 sq.m. A new dedicated entrance from O'Connell Street to the western side of the building is required to facilitate the independent access and operation of this unit and to enhance street-level activation. The design of this entrance is proposed to be carefully integrated into the existing façade to respect the overall architectural character of the building.

Unit 3 (office use) located at first to fourth floor level across No's 2-4 O'Connell Street Lower will be accessed via the existing central entrance on O'Connell Street. The unit will continue to occupy all remaining upper floors and will operate independently from the ground floor restaurant and commercial uses.

Unit 4 (proposed restaurant use) located across basement, ground and mezzanine levels of No. 4 O'Connell Street Lower will be accessed via the easternmost existing entrance on O'Connell Street, providing a total gross floor area of approx. 733.84 sqm.

Minor internal alterations, including the selective demolition and formation of internal walls, alterations to door openings, and the reconfiguration of existing staircases, are required to facilitate the subdivision. These works have been minimised and designed to avoid unnecessary disturbance to significant architectural features.

Change of Use

The proposed development includes a change of use from the existing vacant bank use at basement, ground and mezzanine levels to restaurant and retail uses. These active ground floor uses are considered appropriate for this prominent city centre location and will contribute positively to the vitality and animation of Lower O'Connell Street.

As such, the proposed uses as restaurant and retail uses along with existing office use presents a sustainable and beneficial reuse of the premises that aligns closely with market demand and the site's central location.

Change of Use – Basement and Ground Floor

At present, the basement and ground floor levels is currently a vacant former bank premises, accessed directly from O'Connell Street. There are also other ancillary areas at basement and ground floor levels, such as storage areas, plant and circulation areas.





Figure 11 – Existing Basement Floor Plan

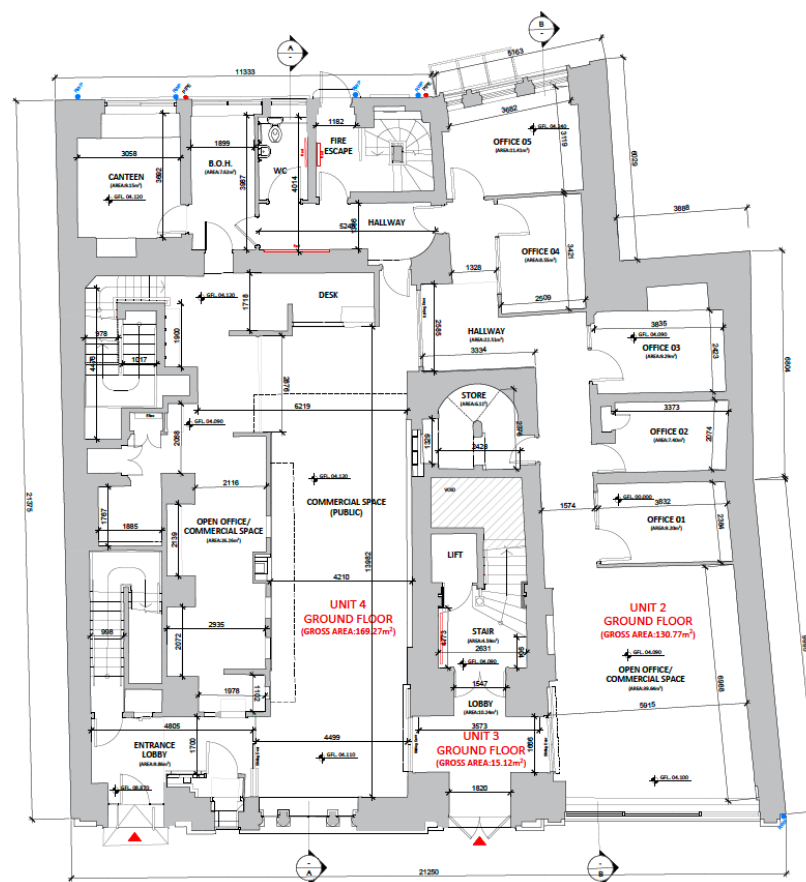


Figure 12 – Existing Ground Floor Plan



It is proposed to change the use of the basement and ground floor levels from the former bank premises to restaurant and commercial uses.

The restaurant use (approx. 733.84 sqm total GFA) will occupy approximately half of the ground floor and basement area fronting O'Connell Street.

Basement level restaurant space will comprise kitchen (36.95 sqm), kitchen/ prep (29.95 sqm), a staff area (13.65 sqm), keg room (15.35 sqm), staff wc (10.79 sqm), 1 no. plant room (15.25 sqm), 1 no. store (20.14 sqm) and 1 no. plant room (10.91 sqm).



Figure 13 – Proposed Basement Floor Plan

At ground floor level, the main entrance is proposed from O'Connell Street with an ancillary new fire escape exit onto Harbour Court. Ground Floor restaurant space will comprise a restaurant (approx. 92.34 sqm), bar/ service area (approx. 6.6 sqm), 1 no. store (approx. 5.97 sqm), B.O.H (approx. 5.22 sqm) and cleaner's store (approx. 4.93 sqm).

Commercial use (approx. 121.72 sqm total GFA) will occupy approximately half of the ground floor area fronting O'Connell Street. At ground floor level, the main commercial entrance is proposed from O'Connell Street with an ancillary new fire escape exit onto Harbour Court. A commercial unit (approx. 80.68 sqm), store (approx. 6.11 sqm), office (approx. 8.52 sqm), cleaners' area (approx. 2.79 sqm) and WC's (approx. 8.61 sqm) are proposed at ground floor level as part of the proposed commercial unit.

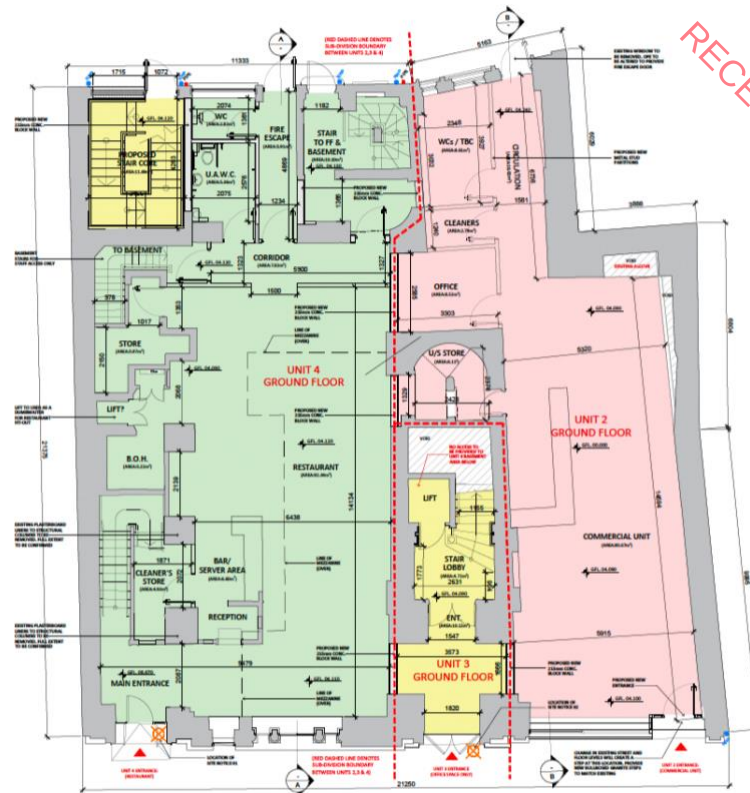


Figure 14 – Proposed Ground Floor Plan

Change of Use – First Floor Plan

At present, the first-floor level currently comprises vacant office use, accessed directly from O'Connell Street.

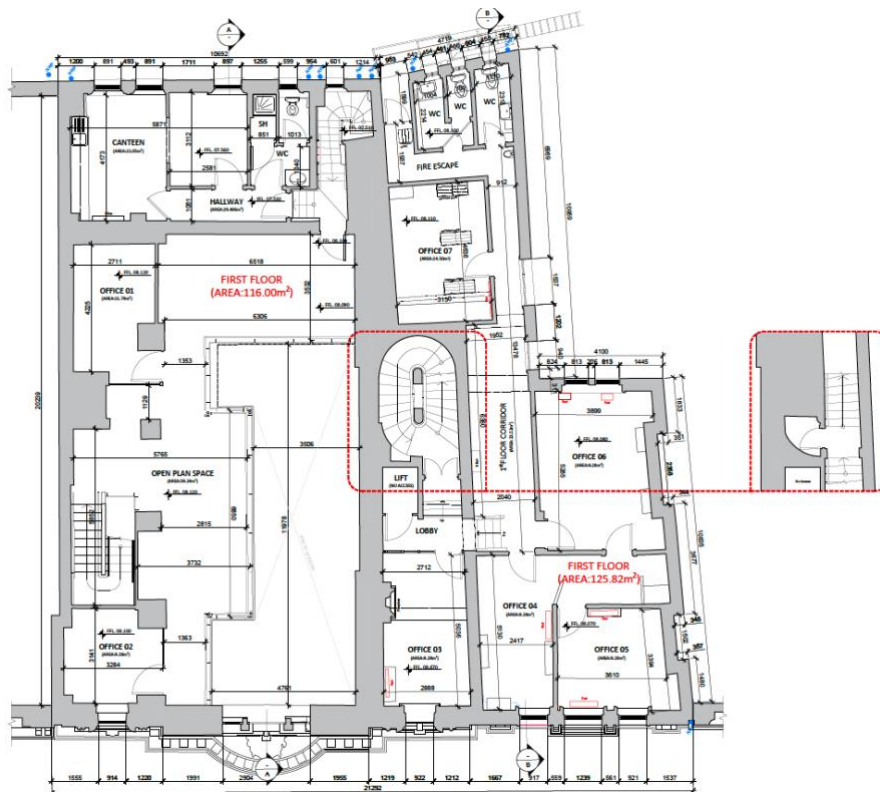


Figure 15 – Existing First Floor Floor Plan





It is proposed to partially change the use of the first floor / mezzanine level from vacant office use to restaurant and to reactivate the vacant office use as active office use.

The restaurant use will occupy the mezzanine level and will comprise a female WC (approx. 7.42 sqm), a male WC (approx. 5.88 sqm) and a mezzanine restaurant area (approx. 84 sqm)

Office use (approx. 940.71 sqm total GFA) will occupy the first floor area accessed from O'Connell Street. At first floor level the office unit will comprise an admin office (13.54 sqm), an office space (32.05 sqm), a meeting room (19.65 sqm), a female WC (13.08 sqm) and a male WC (12.56 sqm).

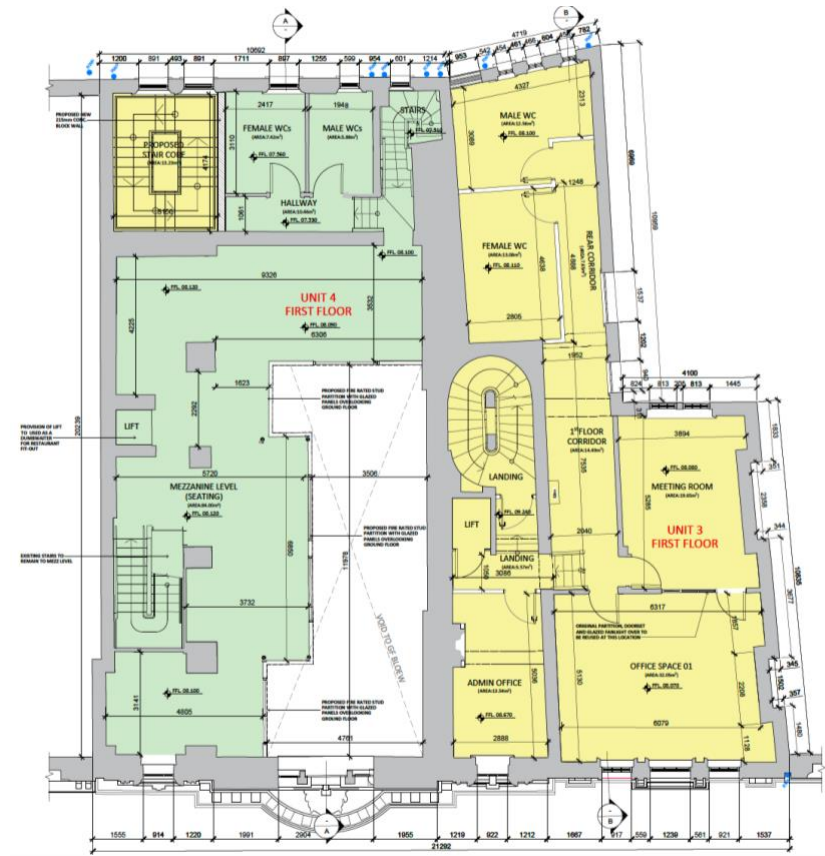


Figure 16 – Proposed First Floor Plan

Second to Fourth Floor Plan

The second to fourth floor levels is proposed to remain as office use, as follows:

Use	Area (sqm)
Second Floor	
Staff Room / Canteen	10.19
Staff WC	8.36
WC	6.47
Office 1	19.52
Office 2	32.07
Office 3	31.83
Office 4	24.91
Office 5	18.21





Reception	12.81
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Table 6 – Breakdown of Second Floor Office Use

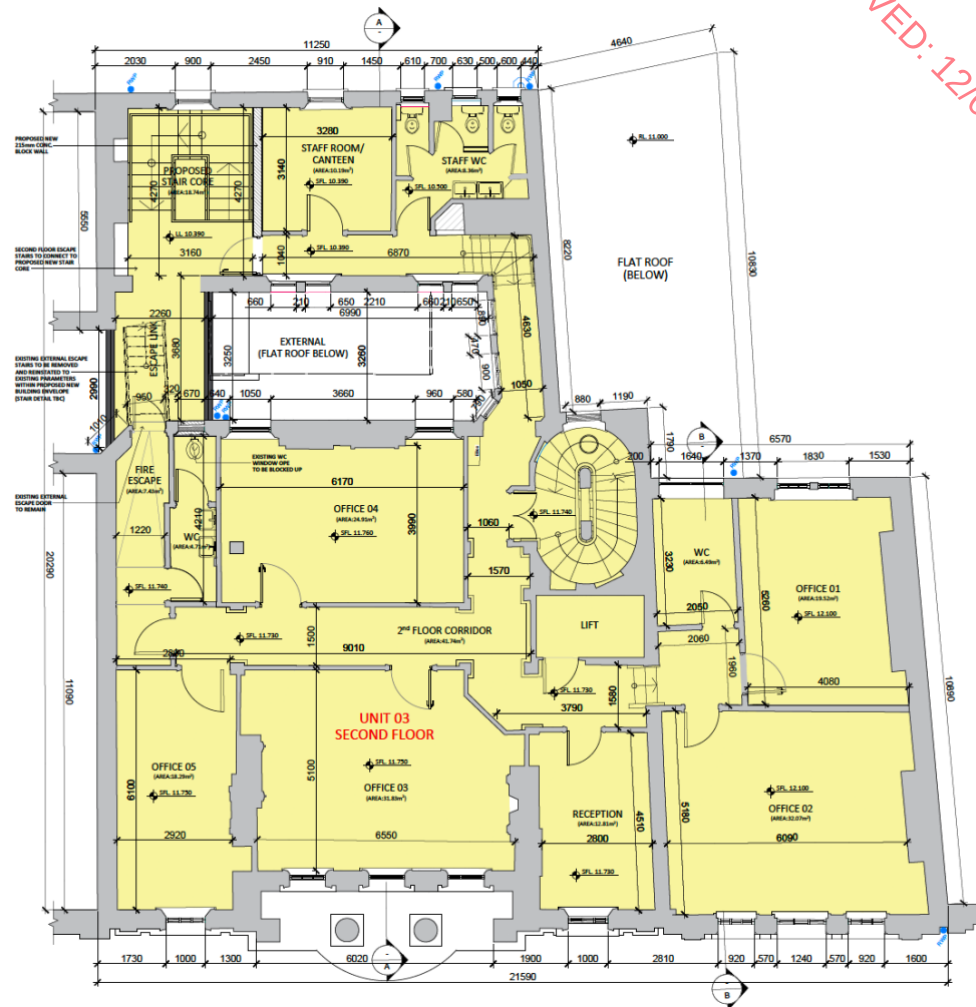


Figure 17 – Proposed Second Floor Plan

Use	Area (sqm)
Third Floor	
Office 1	14.93
Office 2	23.23
Office 3	30.9
Office 4	24.98
Office 5	18.02
Office 6	12.45
Office 7	13.38
WC	6.19
WC	7.71

Table 7 – Breakdown of Third Floor Office Use



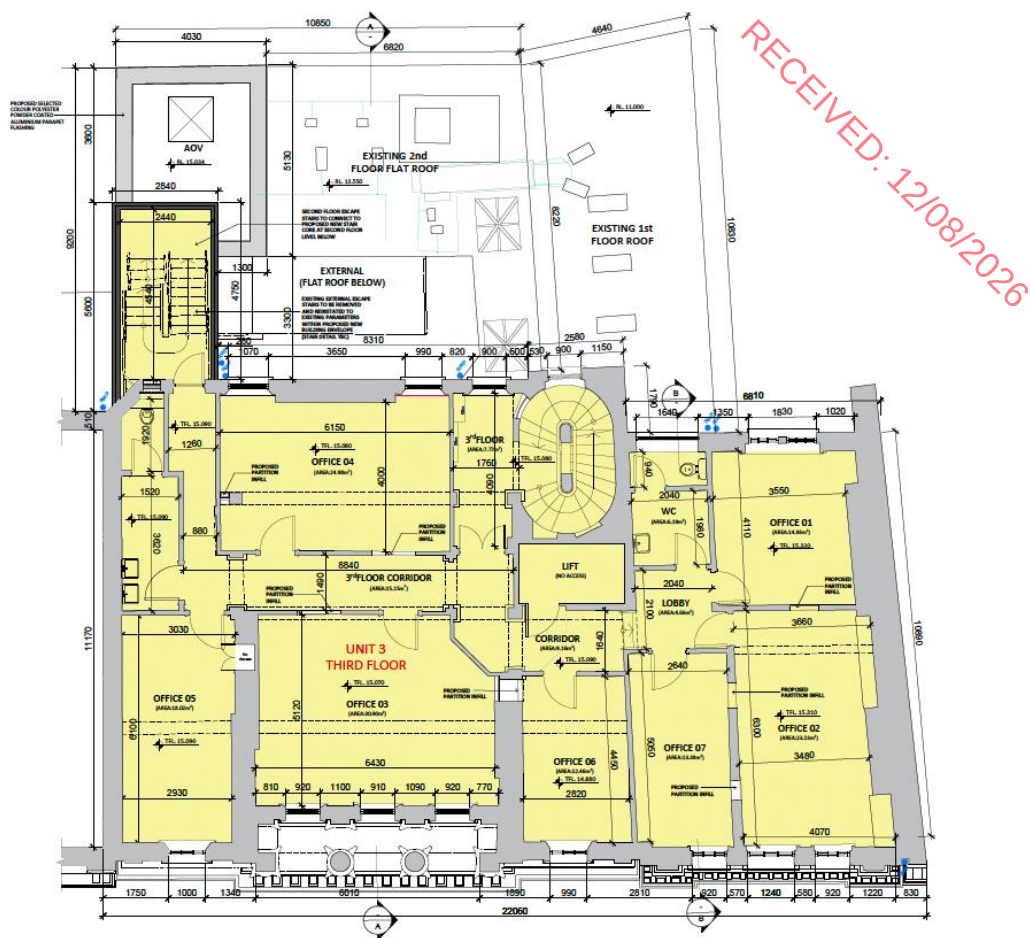


Figure 18 – Proposed Third Floor Plan

Use	Area (sqm)
Fourth Floor	
Office 1	19.4
Office 2	32.7
Office 3	39.29
Office 4	24.4
Office 5	18.26
Office 6	13.35
WC	8.58
WC	3.51
Cleaners Store	3.51

Table 8 – Breakdown of Fourth Floor Office Use



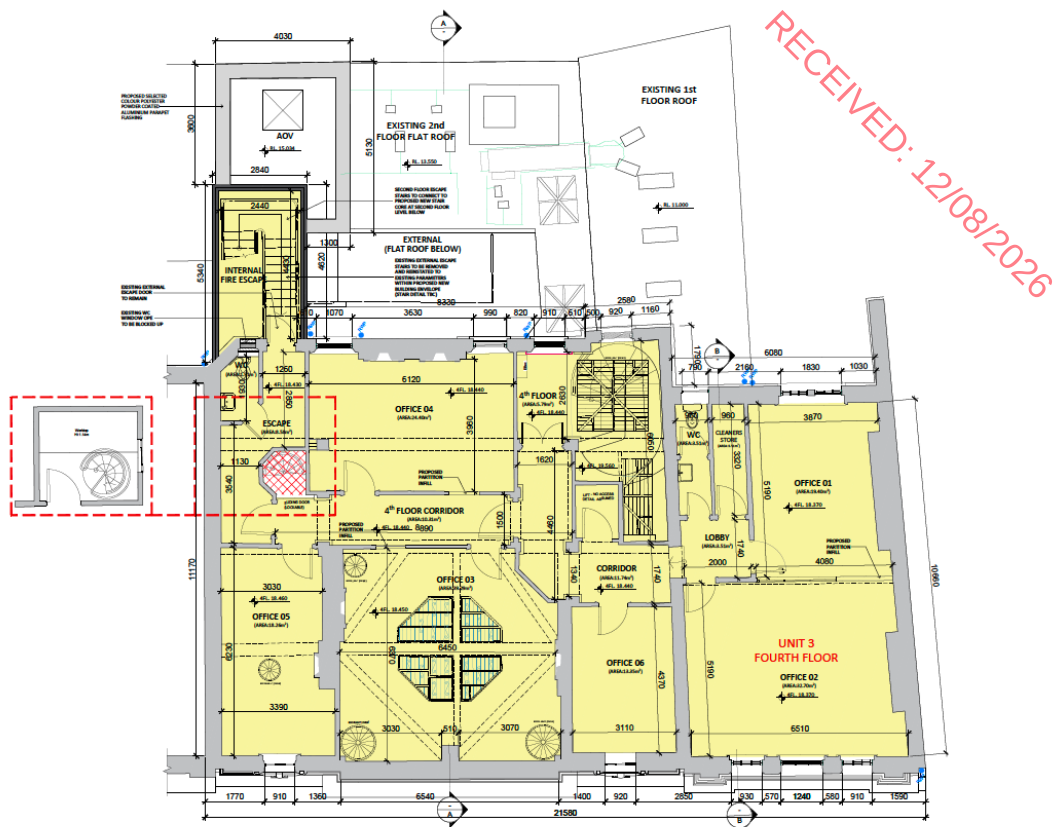


Figure 19 – Proposed Fourth Floor Plan

Internal Alterations

Minor internal alterations are proposed throughout the building to facilitate the subdivision and proposed changes of use. These works include limited adjustments to existing wall and door openings, the reconfiguration of internal circulation routes, and localised layout modifications to ensure compliance with current building regulations, accessibility standards and fire safety requirements.

To the rear of the building, fronting Harbour Court, stair landing levels will be reconfigured to accommodate a new internal fire escape stairwell serving from second floor to ground floor level. This intervention has been carefully considered to ensure that it is discreetly located and does not adversely impact the principal internal spaces or the special architectural interest of the building. All internal works will be undertaken in a sensitive and conservation-led manner, with particular regard to the retention and protection of historic fabric and significant architectural features.

External Alterations

The proposed development includes limited and carefully considered external alterations. A new entrance is proposed at ground floor level on O'Connell Street to provide independent access to Proposed Unit 2 (commercial use). The design, scale and detailing of this entrance has been informed by the existing shopfront proportions and architectural detailing to ensure a seamless integration with the Protected Structure and the wider streetscape.

The proposed development also includes the removal of the existing rear fire escape stairs and 2 no. chimneys to the rear to accommodate a new enclosed fire escape stairwell serving the third floor to ground floor level.



The development will also provide for the replacement of rooflights and associated AOVs.

No other significant external alterations are proposed as part of the development. All external works will be conservation-led and will seek to preserve the architectural integrity, visual amenity and historic significance of the building and its setting on O'Connell Street.



Figure 20 – Existing Elevations



Figure 21 – Proposed Elevations





7 Strategic Planning Context

It is our considered opinion that the key policy documents for consideration for the proposed development are identified as follows:

- National Planning Framework – Project Ireland 2040
- Regional Spatial & Economic Strategy for the Eastern and Midland Region 2019-2031
- National Sustainable Mobility Policy 2022-2025
- Greater Dublin Area Transport Strategy 2016-2035
- Retail Planning Guidelines for Planning Authorities 2012

It is our respectful submission that the proposed development is well-aligned and consistent with the national and regional planning policy documents listed above. We refer the Planning Authority to Appendix I for a detailed review of the proposal's compliance with the strategic planning context.



8 Local Planning Policy

8.1 Dublin City Development Plan 2022 – 2028

The relevant local planning context for the site and development proposal is the Dublin City Council Development Plan 2022-2028. This Plan will remain valid for 6 years, subject to any review, variations, extensions or alterations made during the lifetime of the permission.

The relevant provision of this local statutory planning framework as they relate to the subject site and proposed development are detailed below.

Zoning

The subject site is zoned 'Z5 – City Centre' with an objective “to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity”.

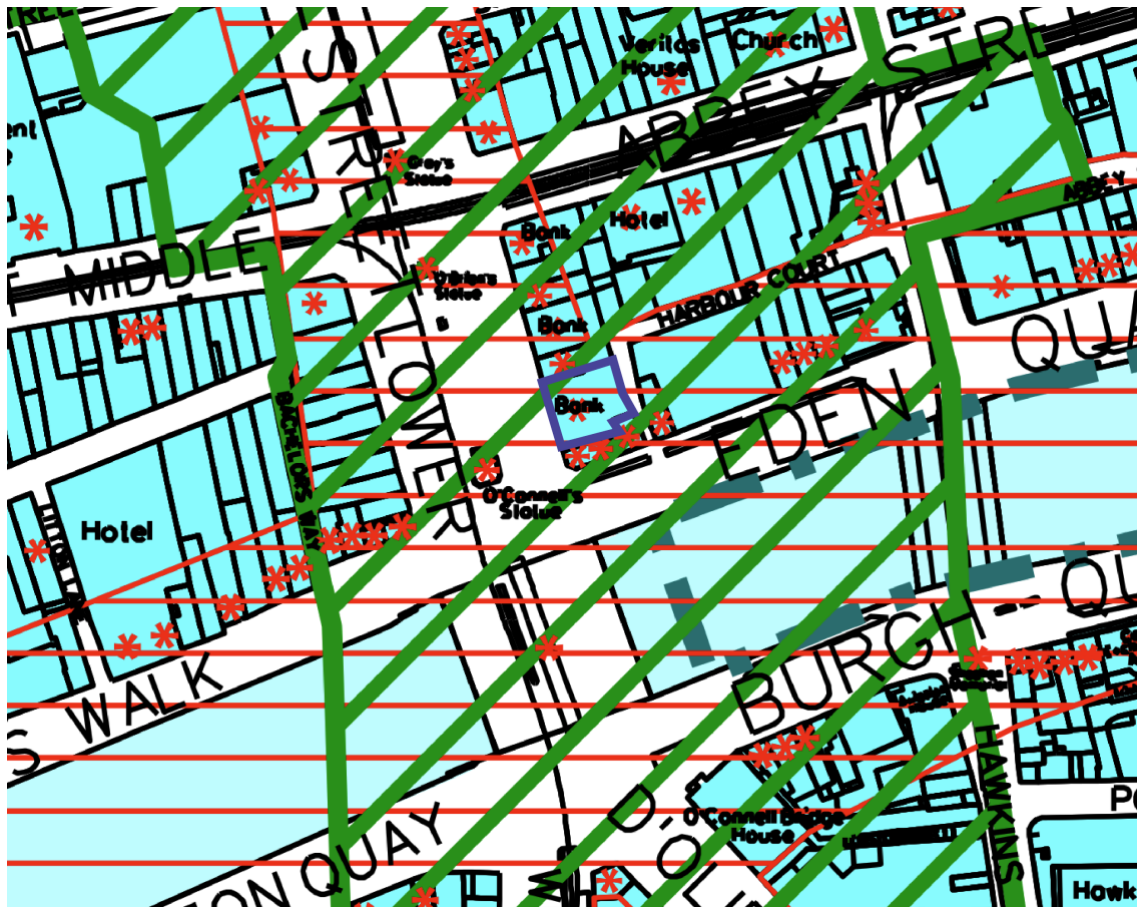


Figure 22 – Extract Zoning Map with Subject Site outlined in Purple

Under the zoning objective, the uses permitted in principle are as follows:

“Amusement/leisure complex, beauty/grooming services, bed and breakfast, buildings for the health, safety and welfare of the public; café/tearoom, childcare facility, civic offices, community facility, conference centre, craft/craft shop, cultural, creative, artistic, recreational building and uses, delicatessen, education, embassy office, enterprise centre, financial institution, funeral home, guest house, home-based economic activity, hostel (tourist), hotel, industry (light), internet café/call centre, live-work units, media-associated uses, medical and related consultant, mobility hub, nightclub, **office**, off-licence, off-licence (part), open space, place of public worship, primary health care centre, public house, public service installation, recycling facility, residential, **restaurant**, science and technology-



based industry, **shop (district), shop (neighbourhood), shop (major comparison)**, take-away, training centre, veterinary surgery, warehousing (retail/non-food)/retail park.”

As stated above, the subject development seeks to provide a mixed-use development comprising 1 no. retail unit at ground floor level and 1 no. restaurant use at basement, ground and first floor levels with upper floor remaining as office use. These uses are permissible in principle under the site's zoning objective.

Z5 zoning aims for the following:

“The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development. The strategy is to provide a dynamic mix of uses which interact with each other, help create a sense of community, and which sustain the vitality of the inner city both by day and night. As a balance, and in recognition of the growing residential communities in the city centre, adequate noise reduction measures must be incorporated into development, especially mixed-use development, and regard should be given to the hours of operation.

Ideally, a mix of uses should occur both vertically through the floors of buildings as well as horizontally along the street frontage. A general mix of uses, e.g. retail, commercial, residential, will be desirable throughout the area and active, vibrant ground floor uses promoted.”

The subject proposal responds directly to the above objective by introducing active ground floor 1 no. retail unit at ground floor level and 1 no. restaurant use at basement, ground and first floor levels, complemented by reactivating office use above, thereby achieving a strong vertical mix of uses within the building. We submit that the proposed development will help to strengthen the area's vitality and viability and will provide a vibrant, active and attractive street frontage.

We further note that the proposed development will significantly enhance the overall mixed-use city centre nature of O'Connell Street and create an urban environment with improved levels of footfall and passive surveillance, in line with the strategic objective and aim of the site's zoning.

The following policy is relevant in the context of a Z5 zoned site:

CEE8 – City Centre

“To support the development a vibrant mix of office, retail, tourism related and cultural activities in the city centre and to facilitate the regeneration and development of key potential growth areas.”

The proposed development supports this policy by delivering a high-quality mixed-use scheme on an underutilised city centre site, thereby contributing to the sustainable regeneration, economic activity and urban vitality of Dublin City Centre.

Retail Policy

The following relevant policies and objectives relating to retail are outlined in the Dublin City Development Plan 2022 – 2028:

CCUV1 – Retail Planning Guidelines

“That future provision of retail development within the city will have regard to The Retail Planning Guidelines for Planning Authorities DECLG 2012. Dublin City Council will also have regard to these guidelines when preparing plans and in the assessment of retail-related planning applications.”

CCUV2 – Retail Hierarchy

“To implement the retail hierarchy contained in the ‘Retail Strategy’ of this Development Plan and to support retail development at all settlement levels in the city. Retail development within the hierarchy of



centres will be of a scale, type, and nature that reflects and enhances the role and function of the centre within which it is proposed as per the Retail Strategy, Appendix 2.”

CCUV3 – Sequential Approach

“To promote city centre and urban village vitality through the sequential approach to retail development, enable good quality development in appropriate locations, facilitate modal shift and to deliver quality design outcomes.”

CCUV4 – The Role of Retail

“To promote and support the major contribution of retail and retail services to the vitality and success of the city, as a significant source of employment, a focus of tourism, as an important recreational activity and as a link with other cultural, recreational and community activities.”

In accordance with the Retail Policy and Objectives set out above, the proposed development will provide 1 no. retail unit on a City Centre site. The proposed development has been designed to contribute to the enhancement and promotion of retail within Dublin City Centre.

Core Retail Area

The subject site sits within the City Centre Retail Core and O'Connell Street is designated as a Category 2 shopping street. The purpose of the Category 2 designation is to provide for a mix of retail and other complementary uses which will increase shopper dwell time in the city.

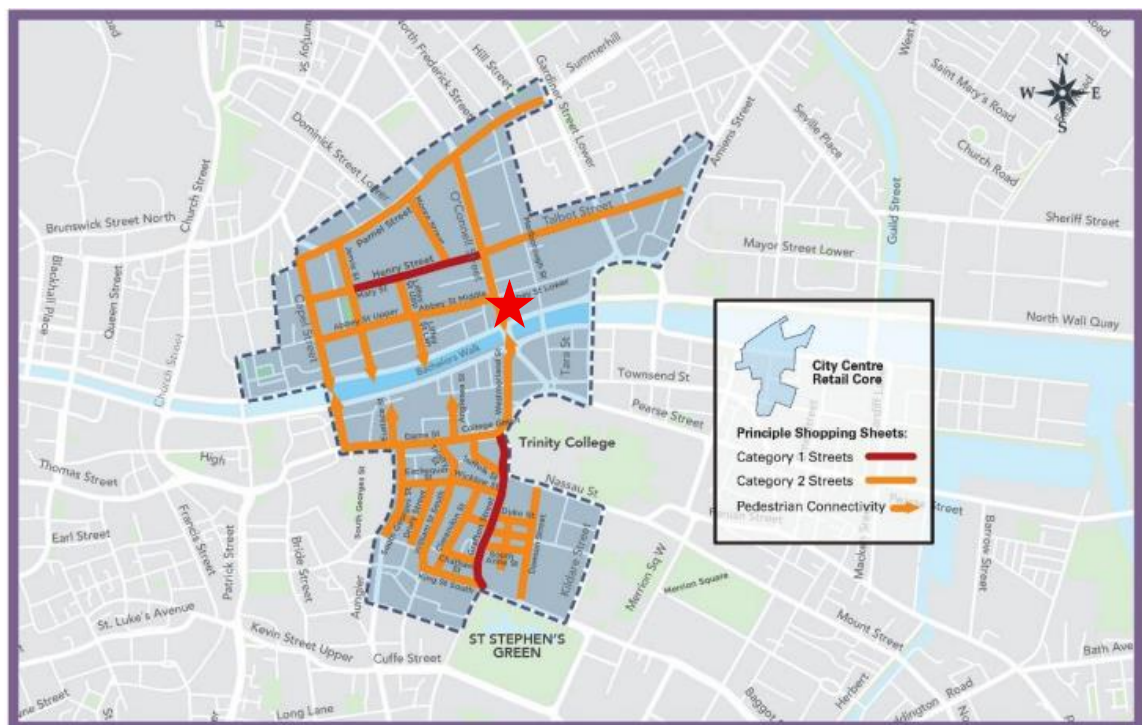


Figure 23 – Dublin City Centre Retail Core Principal Shopping Streets with Subject Site highlighted by Red Star

The proposed development responds positively to this designation by introducing active, complementary ground floor uses in the form of restaurant and retail uses, which are widely recognised as key contributors to footfall, dwell time and street animation. These uses will operate alongside existing retail and commercial activities on O'Connell Street and will strengthen the attractiveness of this location as a destination within the city centre.

CCUV16 – Category 1 and Category 2 Streets

“To protect the primary retail function of Category 1 Streets in the city and to provide for a mix of retail and other complementary uses on Category 2 streets. To promote active uses at street level on the principal shopping streets in the city centre retail core having regard to the criteria for Category 1 and Category 2 streets (see Appendix 2 and Figure 7.2).”

The proposed development fully accords with this policy objective. The introduction of restaurant and café uses at basement, ground and mezzanine levels will deliver highly active street-level frontages that engage with the public realm and reinforce the commercial character of O'Connell Street. The proposal does not undermine the retail function of the area and instead complements it by providing uses that support and enhance the overall vitality and attractiveness of the street.

CCUV17 – Diversifying the City Centre

“To ensure the resilience of Dublin City Centre to changing trends in retail demand, appropriate opportunities to further diversify the city centre as a place to live, work and socialise will be encouraged.”

The proposed development directly supports this objective through the introduction of a mixed-use scheme that combines commercial leisure uses at ground floor level with an office use at upper floor levels. This diversification will ensure sustained activity throughout the day and evening, reduce reliance on a single use, and contribute to the long-term vitality and adaptability of O'Connell Street and the wider city centre.

Overall, the proposed development represents an appropriate response to the site's location within the City Centre Retail Core and its designation as a Category 2 shopping street. By delivering active ground floor uses, promoting a diverse mix of complementary activities, and reactivating a vacant protected structure, the proposal will contribute positively to shopper experience, urban vitality and the ongoing regeneration of Dublin City Centre. Overall, the proposed development will support the vitality of the city centre by extending activity across a broader range of hours, providing additional social and gathering spaces for residents, workers, students and visitors, and enlivening the street frontage throughout the day and evening. The proposal represents a balanced, policy-compliant and context-sensitive contribution to Dublin City's evening and night-time economy.

Restaurant Policy

The following relevant policies and objectives relating to retail are outlined in the Dublin City Development Plan 2022 – 2028:

CCUV30 – Cafés / Restaurants

“To promote and facilitate the provision of cafés / restaurants in the city and support their role in making the city more attractive for residents, workers, and visitors and in creating employment.”

In accordance with the Restaurant Policy set out above, the proposed development will provide 1 no. restaurant unit making the city more attractive for residents on a prime City Centre site along O'Connell Street Lower.

Evening and Night-Time Economy

Section 7.5.7 of the Development Plan sets out that there has been a growing recognition of the role the night-time sector plays / can play in the economy of international cities.

“Evening and night-time economy uses comprise a wide range of uses including restaurants, pubs, cinemas, dance and music venues and theatres along with not for profit community spaces or third places. Evening and night-time economy uses contribute to the vitality and vibrancy of the city centre and contributes positively to the visitor experience and local economy.”

In addition, we note that Section 7.2 states the following:



“The leisure sector and personal care services have seen substantial growth in the city in the last 10 years. Cafes, restaurants, cinemas, gyms and personal grooming establishments etc. are making a significant contribution to the overall commercial function of the city during day, evening and night time.”

In this context, the proposed development responds positively to the identified policy direction by introducing restaurant and café uses at basement, ground and mezzanine levels within a highly accessible and prominent city centre location.

CCUV35 – Night Time Economy

“To support and facilitate evening / night time economy uses that contribute to the vitality of the city centre and that support the creation of a safe, balanced and socially inclusive evening / night time economy.”

CCUV36 – New Development

“To support uses that would result in the diversification of the evening and night time economy where there is little impact on the amenity of adjoining or adjacent residential uses through noise disturbance and where there are no negative cumulative impacts in terms of other night-time economy uses in the area.”

CCUV30 – Cafes / Restaurants

“To promote and facilitate the provision of cafés / restaurants in the city and support their role in making the city more attractive for residents, workers, and visitors and in creating employment.”

CCUV31 – Food and Beverage Clusters

“To support emerging food and beverage clusters around the city centre; see Figure 4, Appendix 2, particularly around the Henry Street and Westmoreland Street areas of the city to enhance the appeal of the north and south retail cores.

Overall, the proposed development will support the vitality of the city centre by extending activity across a broader range of hours, providing additional social and gathering spaces for residents, workers, students and visitors, and enlivening the street frontage throughout the day and evening. The proposal represents a balanced, policy-compliant and context-sensitive contribution to Dublin City's evening and night-time economy.

Office Development

The proposed reactivation of the existing office unit is supported by the following policy objectives:

CEE21 – Supply of Commercial Space and Redevelopment of Office Stock

- (i) *“To promote and facilitate the supply of commercial space, where appropriate, including larger office floorplates suitable for indigenous and FDI HQ-type uses.*
- (ii) *To consolidate employment provision in the city by incentivising and facilitating the high-quality re-development of obsolete office stock in the city.”*

It is considered that the subject development contributes towards the achievement of CEE21 as it provides an office unit at the upper floor levels suitable for a range of users while consolidating and promoting employment within Dublin City Centre.

Built Heritage

As detailed above, the subject site contains a Protected Structure and is located within the O'Connell Street Architectural Conservation Area which focuses on the historical context of O'Connell Street (an



area of major architectural, historical, cultural, artistic and social importance). The Architectural Conservation Area report provides limited commentary in relation to Lower O'Connell Street and no specific commentary in relation to the subject site or the immediate street section within which it is situated. Although the application site is not located within a sensitive "Conservation Area", given the lack of direct reference to in the aforementioned ACA report, we refer to the development plan policy which notes that Dublin City Council will seek to ensure that development proposals within such areas complement the character of the area, including the setting of protected structures, and comply with development standards.

Therefore, due to the sensitive location of the site from a built heritage perspective, it is important to note that full regard has been given to these important heritage designations.

The following policies and objectives are of relevance:

BHA 7 – Architectural Conservation Areas

"(a) To protect the special interest and character of all areas which have been designated as an Architectural Conservation Area (ACA). Development within or affecting an ACA must contribute positively to its character and distinctiveness, and take opportunities to protect and enhance the character and appearance of the area, and its setting, wherever possible. Development shall not harm buildings, spaces, original street patterns, archaeological sites, historic boundaries or features, which contribute positively to the ACA. Please refer to Appendix 6 for a full list of ACAs in Dublin City.

(b) Ensure that all development proposals within an ACA contribute positively to the character and distinctiveness of the area and have full regard to the guidance set out in the Character Appraisals and Framework for each ACA.

(c) Ensure that any new development or alteration of a building within an ACA, or immediately adjoining an ACA, is complementary and/or sympathetic to their context, sensitively designed and appropriate in terms of scale, height, mass, density, building lines and materials, and that it protects and enhances the ACA. Contemporary design which is in harmony with the area will be encouraged.

(d) Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture.

(e) Promote sensitive hard and soft landscaping works that contribute to the character and quality of the ACA.

(f) Promote best conservation practice and encourage the use of appropriately qualified professional advisors, tradesmen and craftsmen, with recognised conservation expertise, for works to buildings of historic significance within ACAs.

All trees which contribute to the character and appearance of an Architectural Conservation Area, in the public realm, will be safeguarded, except where the tree is a threat to public safety, prevents universal access, or requires removal to protect other specimens from disease."

BHA8 – Demolition in an ACA

"There is a presumption against the demolition or substantial loss of a structure that positively contributes to the character of the ACA except in exceptional circumstances where such loss would also contribute to a significant public benefit."

BHA9 – Conservation Areas

"To protect the special interest and character of all Dublin's Conservation Areas – identified under Z8 and Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps. Development within or affecting a Conservation Area must contribute positively to its character and distinctiveness and



take opportunities to protect and enhance the character and appearance of the area and its setting, wherever possible. Enhancement opportunities may include:

1. Replacement or improvement of any building, feature or element which detracts from the character of the area or its setting.
2. Re-instatement of missing architectural detail or important features.
3. Improvement of open spaces and the wider public realm and reinstatement of historic routes and characteristic plot patterns.
4. Contemporary architecture of exceptional design quality, which is in harmony with the Conservation Area.
5. The repair and retention of shop and pub fronts of architectural interest.
6. Retention of buildings and features that contribute to the overall character and integrity of the Conservation Area.
7. The return of buildings to residential use.

Changes of use will be acceptable where in compliance with the zoning objectives and where they make a positive contribution to the character, function and appearance of the Conservation Area and its setting. The Council will consider the contribution of existing uses to the special interest of an area when assessing change of use applications, and will promote compatible uses which ensure future long-term viability.”

BHA 15 – Twentieth Century Buildings and Structures

“(a) To encourage the appropriate development of exemplar twentieth century buildings and structures to ensure their character is not compromised.

(b) To encourage the retention and reinstatement of internal and external features, that contribute to the character of exemplar twentieth century buildings, such as roofscapes, boundary treatments, fenestration pattern, materials, and other features, fixtures and fittings (including furniture and art work), considered worthy of retention.”

From the outset, the proposed development has been carefully designed to ensure it maintains a positive and respectful relationship with the surrounding significant architectural heritage. The Development Plan explicitly supports and encourages the reuse of existing buildings, while generally discouraging the demolition of structures with conservation or historic merit.

While the application does not propose full demolition of the Protected Structure, it includes minor internal alterations and some external modifications. These works have been designed with sensitivity, ensuring they do not compromise the building's heritage value or the character of the wider Architectural Conservation Area. The proposals align closely with the above policies, seeking to protect and enhance the built heritage and support best conservation practices.

The overall approach demonstrates a commitment to balancing the need for modern functionality and adaptation with the preservation of Dublin's valuable historic environment, ensuring that the built heritage continues to contribute to the city's cultural richness and identity for future generations.

Retail Strategy

Appendix 2 of the Dublin City Development Plan 2022-2028 outlines the Retail Strategy for Dublin City. The Retail Strategy for Dublin City is to consolidate the city centre retail core as the premier retail destination in the State, to promote and consolidate the role of the Key Urban Villages with a level of retail development commensurate to the catchment to cater for surrounding communities.



The Retail Strategy outlines that any application for retail development must demonstrate to the satisfaction of the planning authority, that it complies with the policies and objectives of the development plan and this Retail Strategy. The Retail Strategy outlined that the sequential approach must be considered for new retail applications highlighting that the overall preferred location for new higher order fashion and comparison goods is within the city centre retail core.

The proposed development will provide 1 no. retail unit along O'Connell Street Lower within the Core Retail Area aligning with the DCC Retail Strategy.

Relevant Assessment Criteria – Change of Use

It is noted that the Dublin City Development Plan 2022-2028 provides no substantive guidance in relation to the assessment of applications which propose the change of use of a building from commercial use to retail and restaurant use. It is not considered that the loss of a former vacant bank and vacant office accommodation will have any undue impact within the immediate area given in particular, office use is the most predominant use within the area.

Car Parking

Appendix 5 and Map J of the Dublin City Development Plan 2022-2028 identifies the subject site is within Parking Zone 1. Parking Zone 1 is identified as *'within the Canal Cordon and within North Circular Road in recognition of active travel infrastructure and where major public transport corridors intersect.'*

The maximum Car Parking Standards for Land Uses set out by the Dublin City Development Plan are set out below for the proposed developments land uses:

Land-Use	Zone 1 – Maximum
Offices	None
Café Restaurant and Takeaways	None
Other Retail and Main Street	1 per 350 sqm GFA

Table 9 – Maximum Car Parking Standards

In line with the above standards, the development is proposed as a car free development. In this regard, we note the city centre location of the site, its proximity to public transport connections and the provision of bicycle parking provided. Further, we note that the Sustainable Residential Development and Compact Settlements Guidelines, 2024, SPP3 specifically requires that in city centres and urban neighbourhoods of Dublin City, car-parking provision should be minimised, substantially reduced or wholly eliminated. In addition, the NTAs online portal for the PTAL (a method used in transport planning to assess how well-connected an area is to public transport involving calculating walking time to nearby public transport stops and considering the frequency and reliability of services at those stops) confirms that with the ease of access to public transport, the site is understandably defined as a 'High Level of Service'. As such, this further supports the car free development nature of the proposal.



Figure 24 – Extract NTAs PTAL Mapping Tool with site identified by Black Star

It is therefore considered that the non-provision of car parking is appropriate in this location and will encourage the use of more sustainable forms of transport.

Bicycle Parking

The following bicycle parking standards are set out within Appendix 2 of the development plan:

Land-Use	Zone 1
Offices	1 per 75 sqm GFA
Café and Restaurant	1 per 5 staff
Retail	1 per 5 staff

Table 10 – DCC Bicycle Parking Standards

The proposed development does not provide bicycle parking as part of the scheme. The subject site is located along O'Connell Street Lower and is in proximity to a number of bicycle parking facilities. Existing bicycle parking is located along O'Connell Street to the east of the site, Marlborough Street to the east of the site and Eden Quay to the south of the site. There currently exists sufficient public bicycle parking facilities for both staff and visitors to the proposed development.

We submit that the proposed development is consistent with the overall principles and policies of the Dublin City Development Plan 2022-2028.



8.2 Scheme of Special Planning Control O'Connell Street and Environs, 2022

The designation of the O'Connell Street Architectural Conservation Area as an Area of Special Planning Control provides Dublin City Council with additional statutory powers to guide and regulate development within this significant historic environment. This designation enables the Council to implement targeted development objectives aimed at the preservation, enhancement, and sensitive management of the area's unique architectural, historical, civic, and cultural character.

This scheme remains in operation for 6 years where Dublin City Council will monitor and review the impact of the scheme over the 6 years.

The overall vision of the O'Connell Street SPC is to:

“strengthen O'Connell Street and environs as a place of importance in the social, economic and cultural life of citizens and visitors, where buildings and their uses reflect a civic dignity and pride, and property owners and occupiers acknowledge their obligations as stakeholders in this area of special significance to the Irish Nation.”

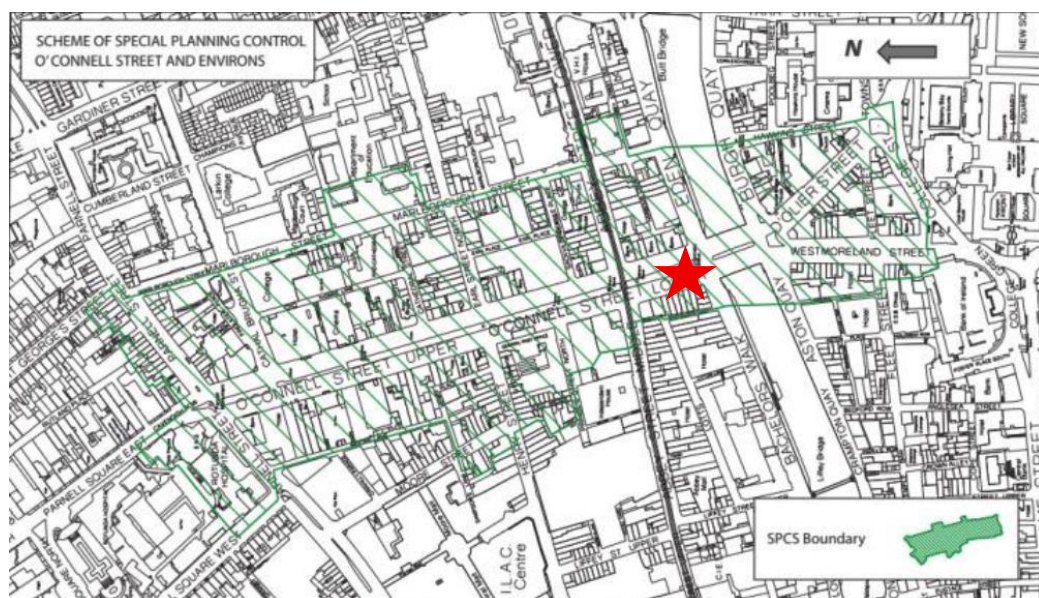


Figure 25 – O'Connell Street SPCS with Subject Site outlined in Red

Existing and Future Land Use

Key objective: “to protect and promote uses that contribute to the special interest of character of specific premises.”

All proposed developments within the O'Connell Street ASPC are required to satisfy a series of criteria designed to safeguard the area's heritage and promote its sustainable regeneration:

- Contribute positively to the retail function and other active uses of the street.
- Provide higher order retail use(s) or other high quality complementary non-retail active uses that do not undermine the primary retail streets.
- Enhance the special architectural, historical and civic character of the street.
- Enhance the special architectural, historical and civic character of the building(s).
- Intensify the use of upper floors.
- Improve the presentation of the shopfront(s) to the street.

The proposed subdivision and change of use of the former bank premises on O'Connell Street respond directly and positively to the objectives set out in the Scheme of Special Planning Control. The

introduction of retail and restaurant uses at basement and ground floor levels aligns with the aspiration to foster active street frontages and enhance the retail and leisure function of the street. These uses will contribute to increased footfall, street-level animation, and the overall vitality of Lower O'Connell Street, reinforcing its role as a dynamic urban environment.

The existing office use at upper floors levels supports the intensification and sustained occupation of upper floors, promoting a balanced and diverse mix of uses within the building and contributing to the wider area's socio-economic viability. This is consistent with the scheme's objective to promote a varied and sustainable mix of uses that respect and enhance the character of the area.

Moreover, the proposed new entrance on O'Connell Street to serve the commercial/ retail unit has been designed to respect the architectural character and historic fabric of the Protected Structure, supporting the scheme's requirement for improvements that enhance shopfront presentation without detracting from the building's heritage significance.

Promotion of an Appropriate Mix and Balance of Uses

Key objective: “to promote an appropriate mix and balance of uses in the O'Connell Street Area of Special Planning Control.”

The Scheme seeks to ensure that any incoming use will enhance the character of the area and allow and encourage a diversity of uses to increase the overall attractiveness of the O'Connell Street area for shopping, leisure and business purposes. To achieve this, it is as an objective of this Scheme to require the control of changes within use classes which would normally be considered exempted development.

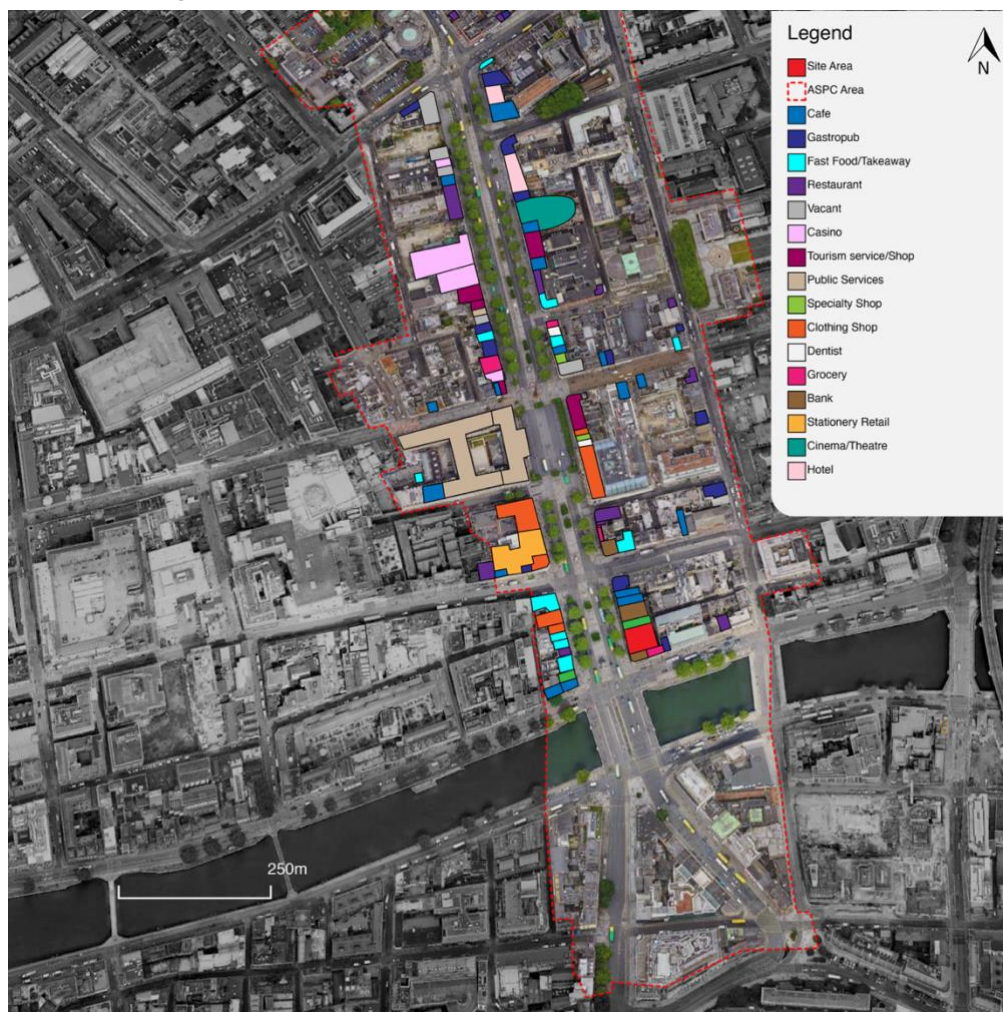


Figure 26 - O'Connell Street Land Use Survey

The figure above provides a land use survey of O'Connell Street. It is evident that there is a wide range of uses along the entirety of the street and Special Control Area and the proposed development will not lead to the overconcentration of a singular use. 3 no. uses are proposed as part of this application, restaurant, retail and office.

The proposed development does not propose any uses at ground floor level which are not permitted in principle or open for consideration under the Scheme.

In this regard, the proposed development complies fully with the Scheme by incorporating both retail use and complementary non-retail uses of a restaurant and office facilities, that will contribute to an even distribution of uses along O'Connell Street, supporting its evolution as a dynamic and multifunctional urban corridor.

Maximising the Use of Buildings

Key Objective: *"To attract and encourage a strong and complementary mix of uses on the upper floors of all buildings."*

Key Objective: *"To seek the more intensive use of the upper floors and basement levels of buildings in the area."*

It is a general objective of this scheme to seek the redevelopment of vacant, underutilised and underperforming sites located in the O'Connell Street Area in order:

- To reinstate the streetscape
- To create opportunities for the provision of a more balanced range of uses
- To intensify land uses.

The proposed development directly supports the objective of maximising the use of buildings by intensifying the occupation of both upper floors, ground and basement levels within the former bank premises. By subdividing the building into three independent units with distinct uses, a restaurant use, commercial/ retail use, and office use, the proposed development activates previously vacant and underutilised spaces. This approach not only reinstates the streetscape's vibrancy by encouraging diverse and complementary uses but also promotes a more balanced mix of activities that contribute to the economic and social life of O'Connell Street. Further, the redevelopment of this vacant site facilitates the intensification of land use, optimising the building's capacity and reinforcing the area's role as a dynamic and sustainable urban environment.

In addition, as design progresses the proposed development will have due regard to the requirements of the Scheme in relation to shopfronts, built fabric and the public realm.

The Built Fabric

Key Objective: *"To secure the retention of the historic fabric of the area."*

The scheme outlines that Dublin City Council is committed to promoting the continued beneficial use and maintenance of these buildings in order to prolong their life and ensure their future preservation.

The scheme notes that under the Planning & Development Act 2000 (as amended), planning permission is required for all works that would materially affect the character of a structure that is included on the Record of Protected Structures or any element of the structure that contributes to its special interest.

The subject site currently comprises a Protected Structure (RPS Ref. 5992 and NIAH Ref. 50010511 and 50010512). The proposed development will provide for a change of use from the existing vacant bank use at ground floor and basement levels to 1 no. retail unit and 1 no. restaurant unit, with upper floor levels to remaining as office use and relates solely to the subdivision and change of use the existing building. The existing building will remain unchanged in terms of its size, form, and external appearance.



We submit that the proposed development is consistent with the overall principles and policies of the Scheme of Special Planning Control O'Connell Street and Environs, 2022.

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9 Conclusion

We invite the Planning Authority to consider the proposal now put forward in the application documents attached herewith. We note the following key summary points:

- The proposal is in compliance with the relevant zonings and provisions of the Dublin City Development Plan 2022-2028 as identified in Section 8 of this report.
- The proposed development will subdivide the existing building formerly in use as a single banking premises with office accommodation above, into three distinct and independent units.
- The proposed development will provide for a change of use from the existing vacant bank use at ground floor level to 1 no. retail unit and 1 no. restaurant use at basement, ground and mezzanine floor levels, and office use remaining at first-fourth floor levels.
- It is proposed that this scheme will not include car parking facilities for either staff or guests. An appropriate level of bicycle parking exists surrounding the subject site for both visitors and staff.
- The proposed development aims to utilise the existing vacant building to its full potential considering its city centre location.
- The proposal maximises land use potential at this predominant location while respecting the character of this conservation area and the adjoining Protected Structures.
- Once completed the proposed redevelopment would provide much sought for the retail, restaurant and office development within the heart of Dublin City Centre.

We ask that these points are considered in the review of the proposal, and we trust that this planning application will be viewed as a more positive move towards the delivery of sustainable development on suitably zoned, vacant lands.





10 Appendix I – Strategic Planning Context

10.1 National Planning Framework: Project Ireland 2040 – First Revision

Project Ireland 2040

National Planning Framework First Revision

April 2025

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of our country out to the year 2040. The NPF was originally published in 2018 and replaced the National Spatial Strategy as the overall spatial planning and development strategy for Ireland. Planning legislation provides for the Government to revise or replace the NPF every six years. Following a decision of Government in June 2023, the preparation of a revised National Planning Framework commenced, with a draft revision being displayed in July 2024. Based on feedback from the consultation, an updated version of the draft revised NPF was then published in November 2024.

Following such, on the 8th of April 2025, the Government approved the Revised National Planning Framework which, subject to the approval of both Houses of the Oireachtas, signals the conclusion of the NPF revision process, which has been underway since June 2023 and is detailed below.

The NPF has been updated to address evolving challenges and needs, including population growth, housing demands, infrastructure requirements, and climate change for example.

The following policies are considered key in the context of this site:

National Policy Objective 3 –

“Eastern and Midland region: approximately 470,000 additional people between 2022 and 2024 (c. 690,000 additional people over 2016-2040) i.e. a population of just over 3 million.”

National Policy Objective 4

“A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.”

National Policy Objective 14 –

“Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets that can accommodate changing roles and functions, increased residential population and employment activity, enhanced levels of amenity and design and placemaking quality, in order to sustainably influence and support their surrounding area to ensure progress toward national achievement of the UN Sustainable Development Goals.”

National Policy Objective 20 –

“In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.”

The proposed mixed-use retail and restaurant development is well-aligned with the overarching goals of the NPF to support the growth and success of Dublin as Ireland's leading global city of scale. By

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focusing development within the city centre, the proposed development helps manage Dublin's growth effectively and ensures that the benefits of increased retail are felt locally.

The proposed mixed-use retail, restaurant and office development not only meets but actively supports the key policy objectives outlined in the NPF. It encourages sustainable urban development, enhances Dublin's retail and restaurant infrastructure, promotes job creation, and ensures that the city's growth is managed in a way that benefits both residents and visitors alike. As such, the development is both appropriate and necessary for achieving the long-term strategic goals for Dublin and the broader metropolitan area.

We submit that the proposed development is consistent with the First Revision to the National Planning Framework – Project Ireland 2040.

10.2 Regional Spatial and Economic Strategy



The Regional Spatial and Economic Strategy for Eastern and Midland Regional Assembly (RSES) was published by the Eastern and Midlands Regional Assembly. The RSES outlines the long-term regional level strategic planning and economic framework in support of the National Planning Framework for the period 2019-2031. The RSES identifies regional assets, opportunities, pressures and constraints and provides a framework for investment to better manage spatial planning and economic development throughout the Eastern and Midlands Region.

The RSES is tasked with the development of planning policy for future housing needs in the region upon consideration of the availability of land, resources, environment and infrastructure capacity. The RSES provides a:

- **Spatial Strategy** – to manage future growth and ensure the creation of healthy and attractive places to live, work, study, visit and invest in.
- **Economic Strategy** – that builds on our strengths to sustain a strong economy and support the creation of quality jobs that ensure a good living standard for all.
- **Metropolitan Plan** – to ensure a supply of strategic development areas for the sustainable growth and continued success and competitiveness of the Dublin metropolitan area.
- **Investment Framework** – to prioritise the delivery of key enabling infrastructure and services by government and state agencies.
- **Climate Action Strategy** – to accelerate climate action, ensure a clean and healthy environment and to promote sustainable transport and strategic green infrastructure.

The subject site at 2-4 O'Connell Street Lower is located within Dublin City Centre which is identified as a Level 1 Metropolitan Centre within the RSES Retail Hierarchy.

The following Regional Policy Objectives apply in terms of retail:

Retail Strategies and Retail Planning Guidelines

RPO 6.10: EMRA will support the preparation of a Retail Strategy / Strategies for the Region in accordance with the Retail Planning Guidelines for Planning Authorities 2012, or any subsequent update, to update the retail hierarchy and apply floorspace requirements for the Region.

RPO 6.11: Future provisions of significant retail development within the Region shall be consistent with the Retail Planning Guidelines for Planning Authorities 2012, or any subsequent update, and the retail hierarchy for the Region, expressed in the RSES, until such time as this hierarchy is updated.

The development complements efforts to drive retail growth within Dublin City by contributing to the infrastructure required for this growth. Having reviewed the key policies of the RSES document, we are of the view that the current proposal complies with the spirit and intent of RSES by utilising a vacant prime City Centre site to deliver both retail, restaurant and office use. The delivery of basement and ground floor level retail and upper level office use at this location is considered appropriate to this urban, built-up area of Dublin City Centre.

We submit that the proposal is consistent with the Regional Spatial and Economic Strategy for the Eastern & Midland Region.

10.3 National Sustainable Mobility Policy 2022-2025

National Sustainable Mobility Policy



The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade. The Policy builds on and replaces existing active travel and public transport policy as set out in the 2009 policy documents - Smarter Travel: A Sustainable Transport Future and the National Cycle Policy Framework.

The overarching target of the Policy is to deliver at least 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030 in line with metrics for transport set out in the Climate Action Plan 2021.

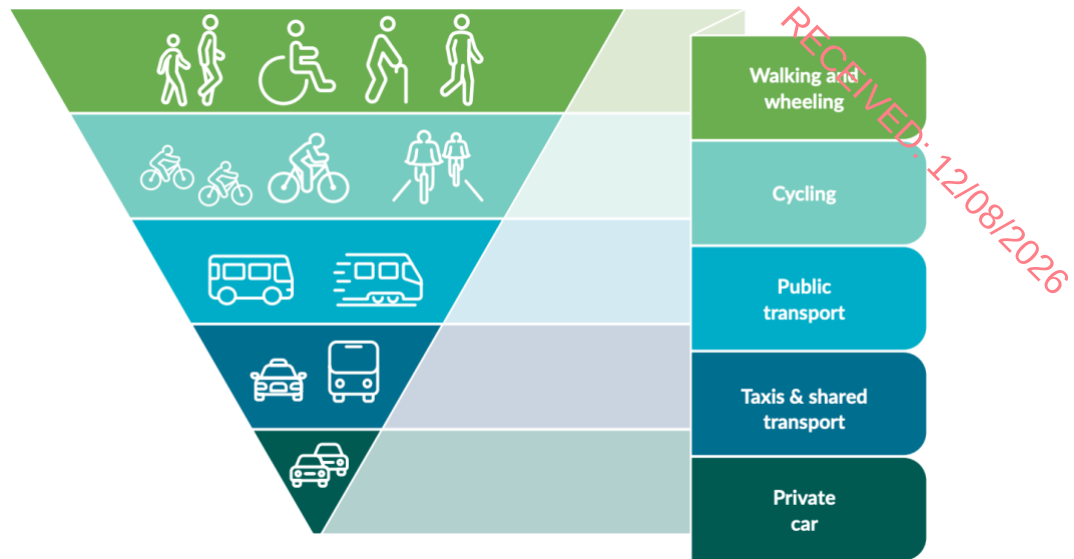


Figure 27 – Hierarchy of Road Users

The Policy advocates for the internationally recognised ‘pedestrian first’ Hierarchy of Road Users model to encourage more sustainable travel patterns and safer streets. This model recognises that by prioritising design for pedestrians first, the number of short journeys taken by car can be reduced and public transport made more accessible.

The proposed development will encourage future staff, students and customers to choose sustainable mobility over the private car. No car parking is proposed as part of the subject scheme. The subject site is in close, walking distance to a wide variety of public transport facilities and it is considered that the vast majority of staff, guests and residents will be walking / cycling to and from the subject site. The subject site is in proximity to a range of existing public bicycle parking facilities coupled with the presence of cycle lanes in the vicinity of the site promotes cycling as an attractive transport option. Further, the subject site is exceptionally well located in terms of public transport accessibility and as such, the proposed development is well-placed to promoted sustainable transport options in line with the National Sustainable Mobility Policy 2022-2025.

We submit that the proposed development is consistent with the National Sustainable Mobility Policy 2022-2025.

10.4 Greater Dublin Area Transport Strategy 2022-2042



The National Transport Authority released The Transport Strategy for The Greater Dublin Area 2022 – 2042 which replaces the previous framework of The Transport Strategy for the Greater Dublin Area 2016

– 2035. This Strategy outlines the framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA).

Walking, Accessibility and Public Realm

The Transport Strategy sets out that walking is an important mode of travel, accounting for 18% of trips to work and education in the GDA in 2016. We note the following relevant objective:

Measure WALK2 – Improved Footpaths

“The NTA, in conjunction with local authorities, will implement footpath improvement schemes across the GDA where required throughout the period of the Transport Strategy in order to ensure that they are of sufficient width, adequately lit, serve both sides of the road in urban areas (in most cases), are of good quality surfacing, provide for seating at appropriate locations, and are free of unnecessary clutter.

Footpaths will also be maintained and improved in a manner which contributes positively to the public realm.”

The proposed development is surrounded by high quality pedestrian footpaths in the city centre and it is considered that a large amount of trips to and from the site will be made on foot.

Cycling

The Transport Strategy for The Greater Dublin Area 2022-2042 details the objectives regarding cycling within the GDA. O'Connell Street has been recognised as a primary orbital route. We note the following relevant objectives:

Measure CYC1 – GDA Cycle Network

“It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.”

Measure CYC3 – Extended Hours of Operation of Cycle Infrastructure

“The NTA and local authorities will extend the operations of cycle infrastructure. For fully-segregated cycle tracks they will all operate on a 24-hour basis. For on-road cycle lanes, they will generally also operate on a 24-hour basis, other than in exceptional circumstances where such provision is not practicable.”

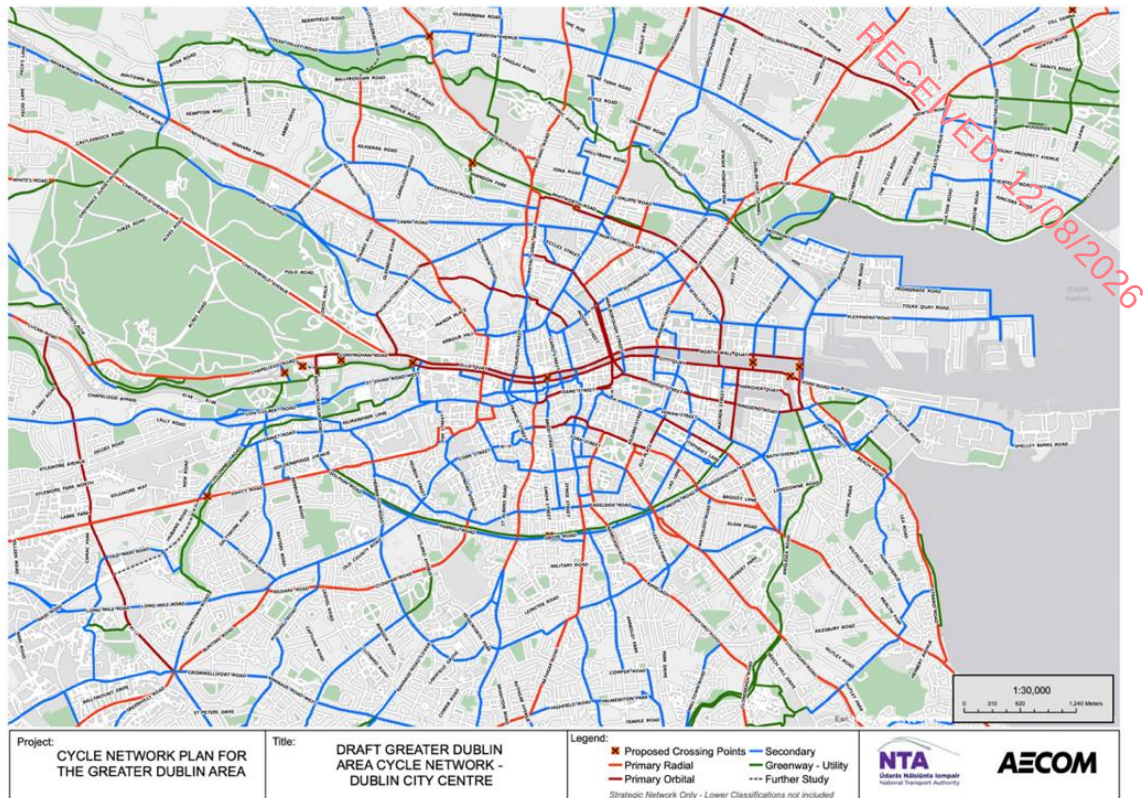


Figure 28 – Proposed Dublin Cycle Network

Bus

The Transport Strategy details the objectives regarding bus services within the GDA. The Strategy notes that, in recent years the NTA has begun a process of implementing a step-change in the quality of the overall bus system in the GDA, through the following programmes:

- BusConnects Dublin;
- Connecting Ireland; and
- Local Link.

Over the period of the strategy, the NTA will implement bus priority additional to that proposed under the current BusConnects Dublin programme. In particular, as demand for bus travel increases and the need for reliable journey times increases, the requirement for further priority on radial corridors will emerge. This may involve extending the current Core Bus Corridors or the identification of new radial corridors which may require priority.

In the later phases of the Transport Strategy period, it is the intention of the NTA to introduce higher capacity bus vehicles onto select appropriate BusConnects corridors in order to increase passenger carrying capabilities in line with forecast demand.



Figure 29 – BusConnects Dublin Core Bus Corridors



Figure 30 – BusConnects Orbital Bus Corridors

Light Rail

The Strategy details the objectives regarding light rail services within the GDA. The Strategy notes that since the inclusion of a light rail network in the Dublin Transport Initiative Strategy in 1994, the reintroduction of tram services into Dublin has been a major element of successive plans and investment programmes for the regional transport system.

The subject site is situated in proximity to the Luas Red Line, and will benefit from the proposed expansion of the Luas network. These proposed expansions of the Luas line as well as the proposed Metrolink to Dublin Airport can be seen in the figure below. The desired Luas network post-2042 can also be seen below.

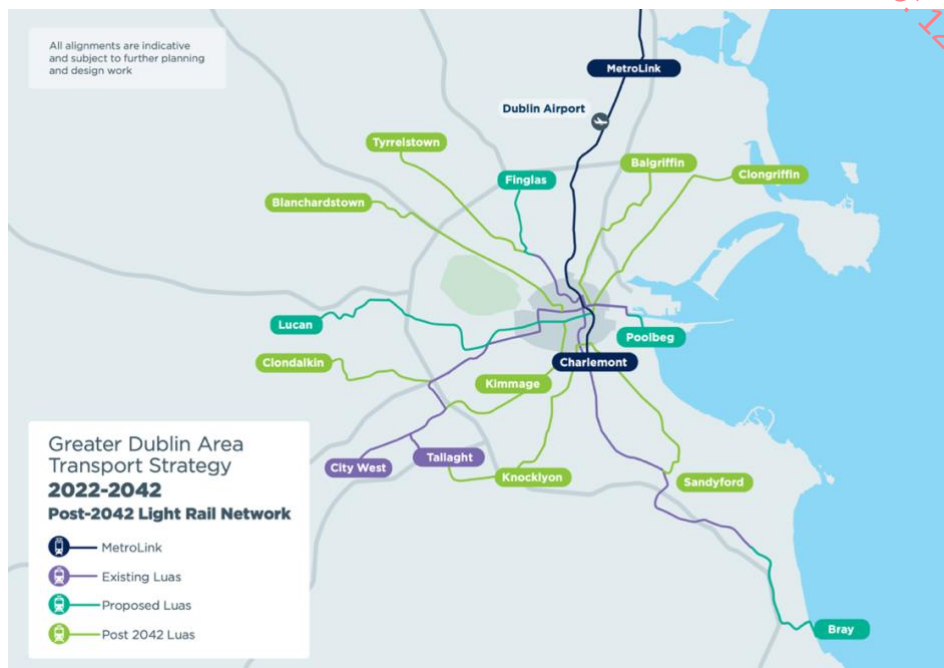


Figure 31 – Proposed 2042 Luas Network



Figure 32 – Proposed Luas Network Post 2042

DART+ and Rail

The Transport Strategy anticipates that the heavy rail lines will play an increasingly important role in the GDA transport system. A number of new train stations and service extensions are proposed in the Strategy as per the figures below.



Figure 33 – Proposed Dart & Commuter Rail Network 2022-2042



Figure 34 – Proposed Combined Rail Network Post 2042

Phasing

It is the intention of the NTA to deliver the Transport Strategy in accordance with the high-level phasing shown in the figure below.

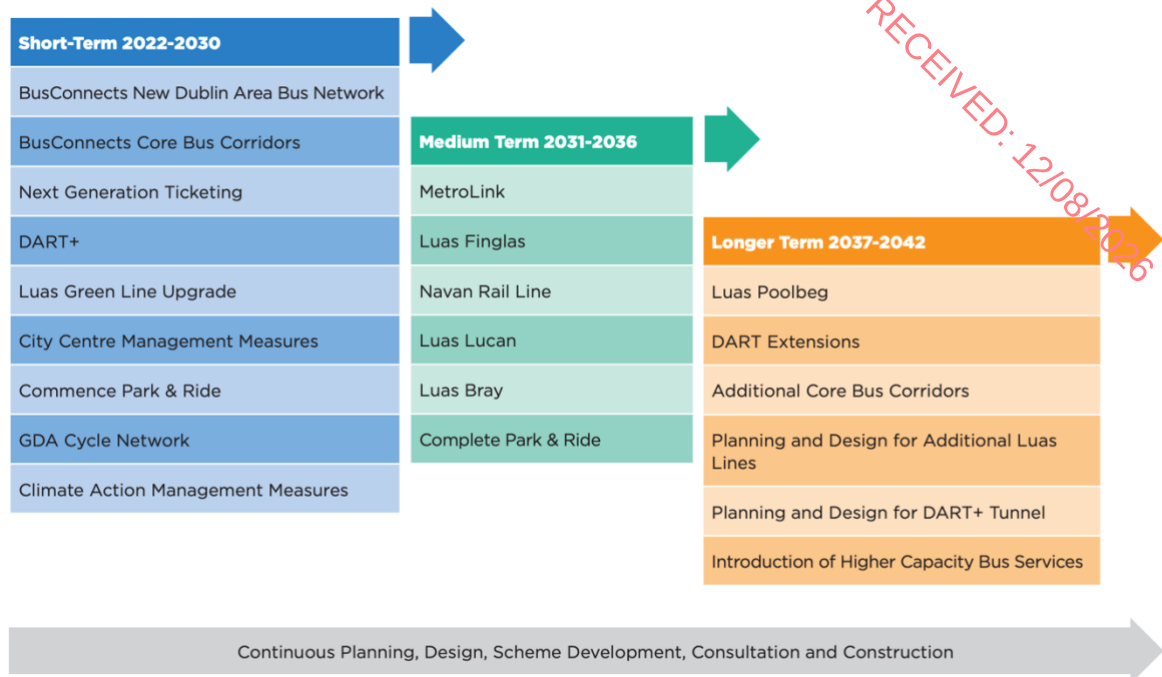


Figure 35 – Strategy Phasing

From the above, it is evident that the subject site is ideally placed to benefit from both existing transport infrastructure and planned / proposed transport infrastructure.

10.5 Retail Planning Guidelines for Planning Authorities 2012

The Retail Planning Guidelines (RPG's) 2012 were adopted by the Department of the Environment, Community and Local Government in April 2012.

The Guidelines emphasise that enhancing the vitality and viability of city and town centres in all their functions through sequential development is an overarching objective in retail planning.

The Guidelines have five key policy objectives:

- Ensuring that retail development is plan-led;
- Promoting city/town centre vitality through a sequential approach to --development;
- Securing competitiveness in the retail sector by actively enabling good quality --development proposals to come forward in suitable locations;
- Facilitating a shift towards increased access to retailing by public transport, --cycling and walking in accordance with the Smarter Travel strategy; and
- Delivering quality urban design outcomes.

The above points are fundamental objectives in the consideration of the appropriateness of a retail development at the subject site and as a result, the compliance of the proposed development with each of these 5 objectives is outlined below:

1. Plan-led Development

The subject site is located within the Core Retail Area as identified within the Dublin City Development Plan 2022-2028. The subject site is zoned 'Z5 – City Centre' with retail use permitted in principle.



As such, the principle of a retail development at the subject site is supported by the statutory Plan and the proposal is therefore in compliance with this particular objective.

2. The Sequential Test

The Guidelines state the following with regard to the Sequential Test:

“The order of priority for the sequential approach is to locate retail development in the city/ town centre (and district centre if appropriate), and to allow retail development in edge of centre or out of centre location where all other options have been exhausted.”

The promotion of a critical mass in city and town centres through the location of appropriate retail and other complementary uses within and adjoining their prime shopping areas will contribute significantly to the vibrancy and vitality of such centres.”

The subject site is located within Dublin City's Core Retail Area and has the potential to accommodate a retail unit of the nature proposed.

The guidelines outline the sequential approach should also be used to assess proposals for the material change of use of existing development where they are of a scale which could have a significant impact on the role and function of the city/town centre. The proposed retail unit will have a positive impact on the overall core retail area by enhancing the vibrancy of the area and providing street animation along O'Connell Street and active street frontages on a site that is currently vacant and underutilised. While the proposed development will have a positive impact on the surrounding area, the development will not have a significant impact on the role and function of the city/town centre

3. Securing Competitiveness in the Retail Sector

The subject development proposal is consistent with this objective as it will contribute to providing a choice for the retail consumer within Dublin City Centre. The proposed retail development will not impact negatively on the vitality and viability of the city centre, but, in our professional planning opinion, will further enhance the retail offering in the city and will cater for the additional demand currently created by the surrounding proposed and future residential developments and expansion of the city.

4. Sustainable Modes of Transport

The subject site is located in a public transport node with proximity to a variety of high-frequency bus stops, with the closest bus stop (O'Connell Bridge, Stop 273) located approx. 77m from the subject site. The subject site also sits within 100 m walking distance to both the O'Connell GPO Luas Stop (served by the Luas Green Line) and the Abbey Street Luas Stop (served by the Red Line) and approx. 400 m / 6-minute walk from Tara Street DART Station. The subject site will also be located in proximity to the proposed Dublin Metrolink at O'Connell Street, approx. 160 m / 3-minute walk from the subject site.

5. Quality Urban Design

A high quality proposal has now been submitted to the Planning Authority. It is one, which has been the subject of detailed pre-planning discussions with the Planning Authority.

The scheme has been devised in line with the requirements of the Retail Design Manual, which accompanies the Retail Planning Guidelines.

The proposal submitted aims to deliver 1 no. new retail unit intended to provide an appropriate level of services for the City Centre.

We submit that the proposed development is consistent with the Retail Planning Guidelines.

