

**Roads Streets & Traffic Department
Road Planning Division**

APPLICATION NUMBER	WEBDSDZ2286/24
PROPOSAL	The proposed development comprises the refurbishment of an existing 6-7 storey o
LOCATION	4-5, Grand Canal Square, Dublin 2
APPLICANT	Uni Immo Ireland Public Limited Company
DATE LODGED	11-Mar-2025
APPLICATION TYPE	Permission

The Roads Report is below

TRANSPORTATION PLANNING DIVISION

20th November 2024

LODGED PLAN NO:	WEBDSDZ2286/24
DATE LODGED:	11th October 2024
LOCATION:	4-5, Grand Canal Square, Dublin 2
PROPOSED:	Refurbishment of existing 6-7 storey office building
FOR:	Uni Immo Ireland Public Limited Company

TRANSPORTATION PLANNING DIVISION REPORT

Proposed Development

Permission for development at this site (c. 0.52 Ha), at 4-5 Grand Canal Square, Dublin 2, and otherwise bounded generally by Hibernian Road to the east, Misery Hill to the south, Cardiff Lane to the west, and 37-42 Sir John Rogerson's Quay to the north.

The proposed development comprises the refurbishment of an existing 6-7 storey office building for continued office use, including the following ancillary and associated works:

- Creation of c. 253 sq m additional gross floor office area resulting from the proposed alteration to the Cardiff Lane building entrance area and infilling of existing voids at mezzanine level;
- Insertion of a new public café space (c.80 sq m) within the ground floor lobby area inside the Misery Hill building entrance;
- Landscape enhancement works at Misery Hill, including planters, seating and associated hardscaping;

- Landscape enhancement works at Cardiff Lane, including demolition of the stepped entrance and terrace, to lower the existing building entrance to street level;
- New building entrance at Cardiff Lane, c.9m high, with 1no.new glass revolving door, 2no.single escape doors and bicycle ramp entrance to basement. Associated demolition and replacement of the existing curtain wall façade at Cardiff Lane entrance level with new selected cladding panels;
- Replacement of existing double door and curtain walling adjacent to the new Cardiff Lane entrance, to include lowered door level and installation of stepped landing; New lightwell to the basement at Cardiff Lane; Replacement of the existing curved façade at Misery hill with new façade to include 1no. recessed glass revolving door, 2no.single escape doors and 1no.double door, and new selected cladding panels;
- Replacement of 1no.existing single door with new double door entrance on the north building elevation;
- 2no. new single door entrances on the east building elevation and removal of external ground level vent, adjacent to Hibernian Road; Demolition and infill of existing skylight at Level 1;
- Replacement of the soffit aluminium cladding along Cardiff Lane, Hibernian Road and Misery Hill with new selected cladding panels; Construction of a new demountable flood defence system along Cardiff Lane;
- Reduction of existing basement car parking from 149no.spaces to 35no.spaces;
- Provision of 423no. bicycle spaces within reconfigured basement, 26no.bicycle spaces at ground level;
- Replacement of 5no. existing doors with similar and installation of soft and hard landscaping, including glazed screen, to existing level 6 terrace;
- Installation of new roof plant (2no. energy centres) and corresponding increase in plant screening by 1m in height. Associated relocation eastwards by c.1.5m of plant screening along the eastern edge of No.4 Grand Canal Square.

This application relates to a proposed development within the North Lotts & Grand Canal Dock Strategic Development Zone Planning Scheme area.

Planning Site history

None relevant.

2820/13

Observations/submissions

TII – Section 49 Levy

TPD Comments

REPLYletter

The proposed refurbishment does not impact the public road or footpath. The proposed landscaping work Cardiff Lane and Misery Hill are noted, the planning report states that it is not intended that the area within the redline area would be taken in charge. If the public footpath is to be extended, material should be

It is proposed to reduce the existing basement car parking spaces from 149 no. spaces to 35 no. spaces. It is proposed to increase the cycle parking provision at basement level (423no. total including cargo and ebike spaces) and surface level (26 no.) bicycle parking spaces; the proposed cycle parking is in line with current Development Plan Standards as set out in Appendix 5, Table 1 of the Development Plan. It is noted that shower, lockers and changing facilities are provided as well as a drying room. A new 1:21 ramp accessed from Cardiff Lane is proposed to provide access to the basement cycle store. The proposed reduction in car parking and increase in cycle parking provision and associated facilities is welcomed by this division.

The submission notes that the proposed development is within the Zone of Influence of the proposed DART underground as set out in Appendix 7 of the Planning Scheme and that as per the planning scheme "All planning applications within the Zone of Influence of the proposed DART Underground, as identified in Appendix 7 shall demonstrate to Iarnród Éireann how the proposal relates to the DART Underground line. (See also Appendix 7)." The planning report notes that under the NTA's Greater Dublin Area Transport Strategy, the Dart Underground project has been suspended until after 2042. The NTA has not made a submission on the application.

The submitted Construction Management Plan and content is noted. Perimeter hoarding is proposed to extend into the carriageway, it is noted in the plan that the hoarding proposal is in line with that utilized during the construction of the building in 2007/2009. All relevant licenses and permits must be obtained from the Road Works Controls Unit throughout the construction period. Prior to commencement of development, and on appointment of the main contractor, a Construction Management Plan should be submitted to the planning authority for written agreement.

Recommendations

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

1. 423 no. cycle parking space shall be provided at basement level and 26 no. spaces at ground level. Cycle parking shall be secure, conveniently located, sheltered and well lit. Shower and changing facilities shall also be provided as part of the development. Key/fob access shall be required to bicycle compounds. Cycle parking design shall allow both wheel and frame to be locked.
2. Prior to commencement of development, and on appointment of the main contractor, a Construction Management Plan shall be submitted to the planning authority for written agreement. This plan shall provide details of intended construction practice for the development, construction phasing and programme. A detailed traffic management plan, hours of working, noise and dust management measures, and off-site disposal of construction/demolition waste. The appointed contractor shall liaise with DCC Road Works Control Division during the demolition and construction period.
3. All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of the development, shall be at the expense of the developer.

Ellen Golden, Executive Engineer

REPLYletter

Gareth Hyland, Acting Senior Executive Planner
On Behalf of Edel Kelly, Senior Transportation Officer