

Pre Part 8 Comments

Received: By email 09/11/22 from City Architect's Division,

Proposing Department: City Architect's Division

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

Development:

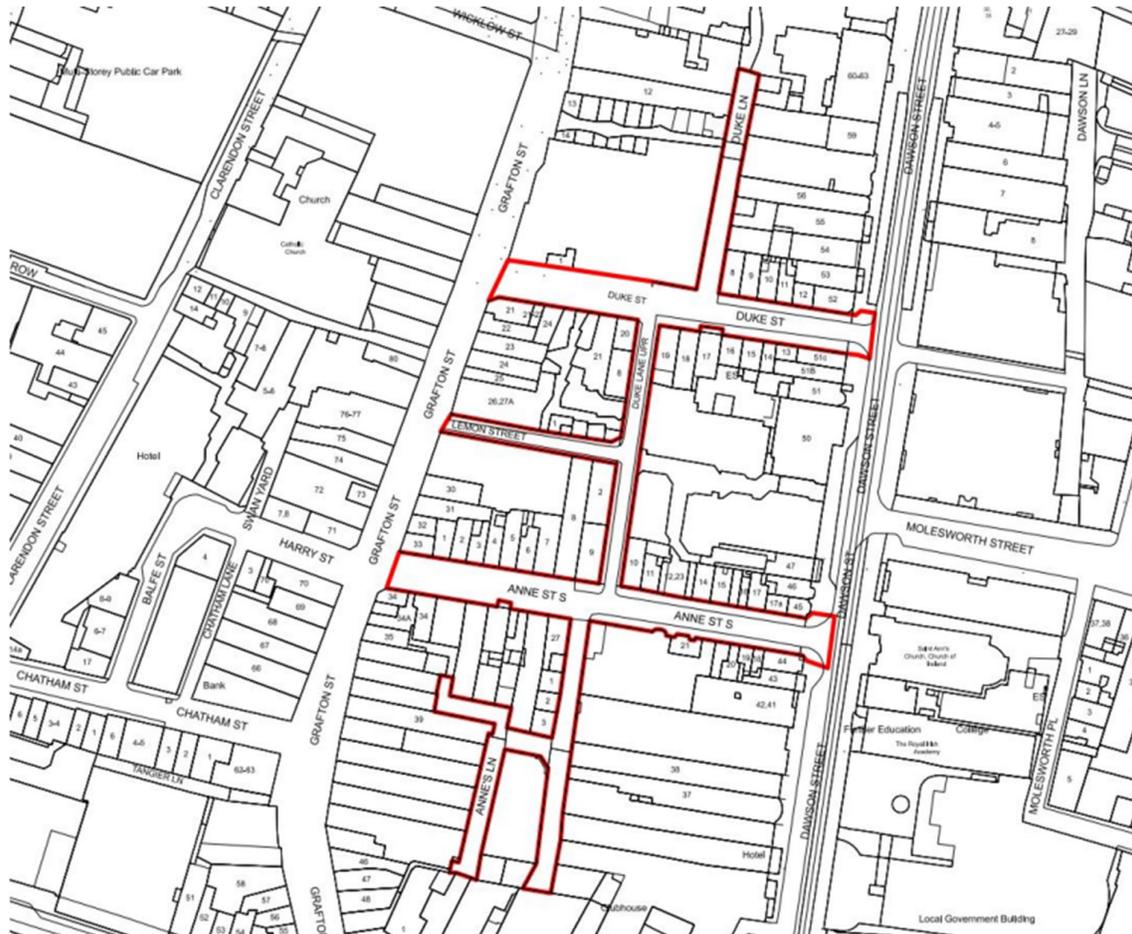
Proposed public realm improvement works at Duke Street, Anne Street South, Lemon Street, Duke Lane Upper, Duke Lane Lower and Anne's Lane, Dublin 2.

Proposals include the removal and replacement of the existing asphalt and concrete road surfaces with new granite and asphalt carriageways. Existing paved and asphalt footpaths are to be removed and replaced with new granite paving while retaining areas of historic kerbs and paving. The proposals include the removal of the existing street furniture and replacement with new street furniture, tree planting, in-ground planting and seating.

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

Site Location:

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



Planning Context:

Zoning & Policy – Dublin City Development Plan 2016 - 2022

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

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

Designations

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

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

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

Planning History

App Ref: 2472/12

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

App Ref: 3080/14

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

Policy:

Relevant Policy includes:

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

Consultation:

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

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

This consultation sought views on:

- The experience of the current temporary arrangements - revised traffic flows, pedestrianisation of all of South Anne St after 11am, increased outdoor dining facilities
- What worked, what didn't work from a resident, business owner and street user perspective?
- What is important for this space and what specific matters should be prioritised in the future public realm improvement scheme
- Any suggestions for improvements, changes etc.
- Specific details of delivery and waste collection arrangements for businesses in the vicinity

294 submission were received.

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

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

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

groups including National Council for the Blind of Ireland, Disability Federation of Ireland, and the Irish Wheelchair Association

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

Assessment

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

The proposals include for the removal of the existing road and footpaths surfaces, and their replacement with new stone or asphalt carriageways and loading areas, with new stone paved footpaths throughout. The narrowing of carriageways allowing increased footpath widths and build outs. The removal of the existing street furniture and its replacement with new street furniture, bicycle stands, seating and urban play furniture. The introduction of new trees and low level planting. The retention and reuse of historic granite kerbing, paving and materials throughout. New public lighting and feature lighting, as well as all necessary service, utility and associated site works. The works will be scheduled on a phased basis, following consultation with local businesses, and any necessary disruption will be kept to a minimum

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

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

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

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

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

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

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

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

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

While much of the historical fabric on the streets has been lost, substantial sections of historic kerbstones remain on Duke Street and Anne Street South and an isolated patch of original paving can be seen outside The Duke Pub on Duke Street. Historical cellar lights and coal holes can also be seen on the streets.

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

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

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

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

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

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

On balance, the proposed works are likely to complement the primarily retail character of the area, whilst also allowing for complementary activities such as restaurants, cafes, bars, art galleries, tailors,

hairdressers, barbers, residential and beauticians and other specialist services in the locality. The proposed scheme's high quality and inclusive design is likely to improve the quality of the public realm and open spaces and is considered acceptable in principle.

Technical issues

Pre-planning comments from the Drainage Division, Archaeology, Conservation, Parks and the Transportation Planning Division were sought and the comments included in this pre-planning submission.

The Transportation Planning Division met the Proposing Department on 27/10/2022 and has now indicated no objection subject to conditions

The Drainage Division has raised a number of items for comment and ask that the Architects Department consult with DCC Drainage Division prior to the submission of a Part 8 Application.

Archaeology raised no objections, subject to conditions

Parks and Landscaping has no comments at this time

Conservation Office – no comments received.

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

Requirement for Appropriate Assessment

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

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

Environmental Impact Assessment

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

It is considered therefore, given the nature and scale of the development that an EIA is not required in this instance.

Conclusion

While the proposal would appear to be broadly consistent with the proper planning and sustainable development of the area there are a number of minor issues which should be addressed prior to the submission of the final application, as follows: -

- The formal Part 8 should address all the issues/comments raised by the various DCC Departments
- Parks and Landscape Services should be consulted in relation to the overall landscaping proposals, including planting programmes and the detailed design of the benches.
- The Public Lighting & Electrical Services Division must be contacted prior to detailed design

Note: The Applicant should note that Article 81(2)(ca) of the Planning and Development Regulations 2001 (as amended) require that public notices indicate the conclusion under article 120(1)(b)(i) of the Planning and Development (Environmental Impact Assessment) Regulations 2018. It has been concluded that there is no real likelihood of significant effects on the environment and as such an EIAR is not required.

Garrett Hughes
Senior Executive Planner
16/11/22

Deirdre O' Reilly
Senior Planner
17/11/2022