

**COMHAIRLE CATHRACH BHAILE ÁTHA CLIATH**

**DUBLIN CITY COUNCIL**

**Planning and Development Act 2000 - 2010**

**Planning and Development Regulations, 2001-2010 - Part 8**

**Applicant:** Dublin City Council Environment and Transportation Department

 Civic Offices, Wood Quay, Dublin 8, D08 RF3F

**Location**: **Cathedral St. and Sackville Place, Dublin 1 (LUAS Associated Projects)**

**Design Report**

**Re: Proposed Public Realm Improvement Works to Cathedral St. and Sackville Place, Dublin 1**

**Proposal**:

Pursuant to the requirements of the above, notice is hereby given of proposed public realm improvement works to Cathedral Street and Sackville Place. Proposals include the removal and replacement of the existing asphalt and concrete road surfaces with a new paved granite carriageway, to include loading bays, disabled parking and taxi ranks. Existing asphalt, concrete and paved footpaths are to be removed and replaced with new granite flags, while retaining areas of historic paving and kerbs. The proposals include the removal of the existing street furniture and replacement with new street furniture, tree planting, seasonal planting containers and seating. Changes to existing traffic movements on Cathedral Street are proposed in tandem with the proposed public realm improvement works and the recently completed LUAS Cross City works. The proposals include all necessary service, utility and associated site works. The works will be programmed such that businesses can remain open and disruption is minimised.

**Planning Context:**

The proposed public realm improvements sit under the overarching Dublin City Council Public Realm Strategy *‘Your City Your Space’* published in 2012, and *‘The Heart of Dublin; City Centre Public Realm Masterplan’* published in 2016.It is an objective of the Dublin City Development Plan (SC02) *to implement the actions and projects contained in the Dublin City Public Realm Strategy 2012 and any successor public realm strategy*. Cathedral St. and Sackville Place are specifically identified in the Masterplan as LUAS associated projects as they are directly impacted by the delivery of LUAS Cross City in December 2017. Footfall is calculated to increase significantly along these streets which link the northbound LUAS track along O’Connell St. to the southbound LUAS track along Marlborough St. In addition, a significant quantum of development is proposed adjacent to Sackville Place with the proposed redevelopment of Clerys, and the provision of two new hotels which will further increase footfall in the vicinity. The streets lie within the O’Connell St. Architectural Conservation Area and the ‘Scheme of Special Planning Control for O’Connell St. and Environs 2016’.The area was identified and included for public realm improvements in the 1998 O’Connell St. Integrated Area Plan.

Public realm improvements are identified and proposed under the City Centre Masterplan to other streets in the vicinity including Cathal Brugha St. and Earl Street North, which also link the northbound LUAS track along O’Connell St. to the southbound LUAS track along Marlborough St. It is important therefore that this Part 8 proposal is seen in that context though it does stand alone in terms of the extent of works it covers.

The proposed works relate to the public realm adjacent to the following Protected Structures.

Ref 5034 – Marlborough Street, Dublin 1; St. Mary’s Pro-Cathedral

Ref 5035 – 84 Marlborough Street, Dublin 1; House and shop

Ref 6003 – 18-27 O’Connell St. Lower, Dublin 1 Department Store (Clery’s)

Ref 6002 – 17 O’Connell St. Lower, Dublin 1 Commercial Premises

Appropriate Assessment Screening:

In order for an effect to occur there must be a pathway between the source (the development sites) and the receptor (the SAC or SPA). Where a pathway does not exist, an impact cannot occur. The proposed development sites are not located within or adjacent to any SAC or SPA. The only pathway from the sites is via surface water flows to Dublin Bay via the Ringsend wastewater treatment plant. As there will be no land use change and the proposal will provide some tree-planting, the project design should bring about improvements to the quantity and quality of surface water run-off.

Appropriate Assessment Screening indicates that due to the location of the subject sites, combined with the nature of the proposed development, no significant effects are likely to arise either alone or in combination with other plans or projects that will result in significant effects to the integrity of the Natura 2000 network. Therefore the requirement to proceed towards Stage 2 of an Appropriate Assessment is not required.

**Construction Sequence:**

It is proposed to carry out the public realm construction works to Cathedral Street and Sackville Place in a series of work-fronts related to an overall traffic management plan. The purpose of this plan is to minimise the disruption to the general public, existing traffic movements and to business premises during the course of the works. Generally a work-front extends from intersection to intersection and the sequence in which the work-fronts are constructed will be determined by the traffic management plan for the Works and other factors.

**Design Intent:**

The fundamental design intent of the public realm improvement works is to provide an enhanced pedestrian experience for residents, workers, and visitors in the area and for passengers crossing through these streets to use LUAS Cross City. The proposed works seek to:

* upgrade the comfort and safety of the streets for pedestrian use
* extend the O’Connell St experience to Cathedral St. and Sackville Place
* accommodate the required traffic movements and loading requirements on the streets for businesses, hotels, St. Mary’s Pro-Cathedral, the general public and for the mobile & visually impaired.
* apply the principles of Universal Design to the improvements so as to allow comfortable and safe access and use by people regardless of their age size or ability,
* encourage enhanced street animation by shops and restaurants
* provide tree planting, seasonal planters and seating opportunities in the streets where appropriate
* promote the quality of the streets as a pedestrian environment by the use of high quality stone paving and street furniture.

At present Cathedral St. and Sackville Place have asphalt and concrete carriageways and narrow kerbed footpaths paved with a variety of materials. The proposed design comprises slight realignments to the existing carriageways to increase footpath widths and proposes level surfaces between the carriageways and footpaths to provide an improved pedestrian environment. It is proposed that the dominant palette of materials will reflect that used in O’Connell St.

It is proposed to apply the principles of Universal Design in order to promote the creation of a street environment that can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size or ability. The 2 no. accessible parking spaces on Cathedral St. are to be retained and relocated to the south side of the street in a more suitable arrangement.

**Greening Strategy:**

An essential part of place-making is the appropriate layout of urban planting schemes to improve the visual quality and environmental richness of the city. As part of the public realm improvement works to Cathedral St. and Sackville Place, opportunities to promote and develop habitats and to expand the urban tree canopy are proposed.

The ground penetrating survey identified relatively limited opportunities for in-ground planting along Cathedral St. and Sackville Place so a mix of in-ground planting, small specimen trees and raised planters is proposed for the scheme where appropriate.

**Traffic:**

Sackville Place permits one-way traffic only running westbound from Marlborough St. to O’Connell St. for taxis and service vehicles only. No changes to existing traffic movements are proposed on Sackville Place in tandem with the Part 8 proposals for public realm improvement works.

Changes to traffic movements are proposed however to Cathedral St. in tandem with the Part 8 proposals for public realm improvement works.

The section of Cathedral St. between O’Connell St. and Thomas Lane is currently used for two-way traffic, however the carriageway width is insufficient to accommodate this two-way traffic and currently operates on a courtesy or give way basis to oncoming traffic. Under the LUAS Cross City Railway Order, this section of Cathedral St. is to be made one-way only for vehicles to run eastbound from O’Connell St as far as the junction with Thomas Lane, and then north to Cathal Brugha St. The taxi rank is to be relocated to the northern side of the street and re-orientated to face east.

The section of Cathedral St. between Marlborough St. and Thomas Lane currently permits one-way traffic only heading westbound as far as the junction with Thomas Lane where it runs one-way northbound thereafter as far as Cathal Brugha St. In consultation with the TAG (Traffic Advisory Group), it is proposed that after 11am, this section of the street between Marlborough St. and Thomas Lane would become pedestrian only and closed to all traffic.

It is proposed to create an enhanced pedestrian zone using level/flush surfaces between the carriageways and footpaths along the length of both streets. The proposals have been developed in the context of current roads and traffic design standards so that the sunken kerbs, road channel alignments and the street furniture will delineate the extents of the carriageway & footpaths. The existing carriageways have been narrowed in particular sections to maximise the footpath space available for pedestrians. It is intended that the section of Cathedral St. addressing St. Mary’s Pro-Cathedral will form an important civic space for the area.

*Loading.*

The existing number of loading bays to Cathedral St. and Sackville Place are to be retained however it is proposed to relocate the bays on Cathedral St. to the southside of the street.

*Parking/Disabled Parking*

The existing 2 no. disabled parking spaces along Cathedral St. will be retained however it is proposed to relocate the spaces to the southside of the street. This will improve road safety in the area by allowing disabled drivers to enter and exit their vehicles from the footpath rather than from the roadway as is provided currently.

In addition, it is also proposed to rescind the existing 2 No. Pay & Display parking spaces located on the north side of Cathedral Street west of its junction with Thomas Lane and they will no longer form part of the proposed scheme.

*Bicycle Parking*

New bicycle parking racks will be provided along Sackville Place.

**Paving Materials:**

It is proposed to replicate the palette of materials that was used in the public realm upgrade to O’Connell St., as part of the O’Connell St. Integrated Area Plan. Silver grey granite paving is proposed for the carriageways and footpaths.

The carriageways will be differentiated from the footpath by a sunken kerb to provide a level/flush surface along both streets. Bollards will be provided where appropriate to protect pedestrians using the footpaths from vehicles and to protect private landings and cellars located in the footpaths.

*Existing Historic Paving Materials.*

The small number of existing antique kerbs and flags will be retained and incorporated into the new paving, in accordance with the architectural conservation report.

**Street Furniture:**

It is intended to provide sockets in the new granite paving for the installation of bollards where required on both Cathedral St. & Sackville Place in the interests of Health & Safety of the general public, and to protect private landings and cellars located in the footpaths.

*Seating.*

The provision of seating is an essential part of the Universal Design approach to the street improvement projects in affording rest opportunities especially for people with disabilities and elderly people. Seating is proposed to Cathedral St. at the junctions with O’Connell St. and Thomas Lane, and to Sackville Place outside the refurbished Sackville House building.

*Lighting.*

It is proposed that the public lighting for each of the streets will be upgraded and new public lighting fittings will be installed and wall-mounted on the face of the buildings

**Sackville Memorial:**

In consultation with the Dublin City Council Public Art Manager, it is proposed to restore and reinstate the memorial to the Sackville Place bombings as part of the public realm improvement works.

**Archaeology:**

It is proposed to replace a small number of old cast iron water mains on both Cathedral St. and Sackville Place. It is also proposed to upgrade the existing drainage facilities on both Cathedral St. and Sackville Place and provide new gullies & connections to the existing combined sewer network. Other than these works, no major underground service renewals are proposed for these streets. Generally the works will comprise the replacement of the existing street surface and substructure. All works will be undertaken in compliance with the archaeological report.

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Jeremy Wales

Senior Executive Architect

18 December 2017