

Duke St –South Anne St Public Realm Scheme

Text description of
drawings

Summary of transport changes

Currently private and delivery vehicles can drive into this area from Dawson St via Duke Street (24 hours per day), or via Anne Street South (before 11am). Duke Lane Lower, Duke Lane Upper and Anne's Lane, which are located in the middle of this area, are accessible 24 hours per day for local access. There are no plans to change any of these traffic flows, apart from banning delivery vehicles from the entire area after 11am, with only local access allowed. This is to facilitate access for those with off-street and blue badge parking.

Currently delivery vehicles can access the area from Grafton Street via Lemon Street (before 11am). This proposal will ban all vehicles on Lemon Street at all times, apart from emergency vehicles.

There are currently no disabled parking spaces in this area; this proposal will introduce a new disabled car parking space at the eastern end of Duke Street.

1. Drawing Name: P 01-Site Location Map

Description

This is a plan drawing of the area to the east of Grafton Street in Dublin 2. There is a red line around the project area, which consists of Duke St, Anne Street South, Anne's Lane, Duke Lane Upper, Duke Lane Lower, and Lemon Street. See below for full description of existing layout.

There are blue dots at the entry and exit points to each street, which indicate the position of the site notices for the planning permission.

2. Drawing Name: P-10 Existing Layout

Description

This is a plan drawing showing the existing layout of the area. There is a red line around the project area, which consists of Duke St, Anne Street South, Anne's Lane, Duke Lane Upper, Duke Lane Lower, and Lemon Street.

This drawing is at a larger scale than the site extent map and shows the existing footpath and roadway layout. Business names and the various existing chambers and features in the footpath and roadway are also shown.

The following is a description of each street, including the names of properties/businesses:

Duke Lane Lower

This is a 6.6m wide, 69m long cul de sac laneway, located mid-way along Duke Street (59m east of Grafton Street junction), running north from Duke St. It is currently surfaced in asphalt with an 850mm wide concrete footpath on the western side at the entrance to the street and a 450mm wide concrete footpath on the eastern side.

The following is a list of properties on the western side of the laneway, starting at the Duke St junction: Marks and Spencers (shop), Marks and Spencer (loading bay entrance), Boots (service entrance only), McDonalds (service entrance only).

The following is a list of properties on the eastern side of the laneway, starting at the Duke St junction: The Duke (bar), Dawson House (rear entrance), ESB substation, Hodges Figgis Bookstore (rear entrance), Department of Transportation Aviation Division (building site-rear entrance), ESB substation.

The end for the laneway is the entrance to the loading bay for the Project Kells Development, which faces onto Nassau Street.

Duke Street

This is an approximately 11.8m wide, 115m long street, to the east of Grafton Street, orientated west to east. The footpaths and carriageways at the western end of the street, from Grafton Street to Duke Lane Upper, are surfaced in beige asphalt, which recently replaced the old red bricks. There is a flush kerb between the footpath and carriageway, i.e. no front facing kerb on this section of the street.

The carriageway to the eastern half of the street, from Duke Lane Upper to Dawson Street is surfaced in black asphalt and has front facing kerbs. The footpaths are surfaced in a variety of materials including beige coloured asphalt, concrete and concrete flags.

The following is a list of properties on the northern side of the street, starting at the Grafton Street junction: Marks and Spencers (shop), Bailey Bar, Marks and Spencers (shop), Duke Lane Lower Junction, the Duke bar, Ulysses rare books, Carluccios Restaurant, Dawson Street junction.

The following is a list of properties on the southern side of the street, starting at the Grafton Street junction: Hickeys Pharmacy, Office Entrance, Dr Martens shop, Nespresso Shop, Davy Byrnes bar, Duchess Beauty Salon, Duke Lane Upper junction, vacant property, vacant property, Duke Street Gallery, private car park entrance, Oscar Graves, Pursuit shop, Yum Thai Noodle Bar, Butlers Chocolate café, Dawson St junction.

Duke Lane Upper

This is an approximately 6.65m wide, 81m long laneway, which starts midway along Duke Street, 45m east of the Grafton Street junction, and runs south to Anne Street South. Its orientation is north south. The footpaths and carriageways are surfaced in beige asphalt, which recently replaced the old red bricks.

The following is a list of properties on the western side of the street, starting at the Duke Street junction: Duchess Beauty Salon, Ladbrokes, M. Barrie menswear, Davy Byrnes bar (rear entrance), Hyde Hotel, junction with Lemon Street, Alias Tom shop, John Kehoe bar, junction with Anne Street South.

The following is a list of properties on the eastern side of the street, starting at the Duke Street junction: vacant property, Lemon and Duke Bar, entrance to Royal Hibernian Way, 12 Duke Lane Offices, Doctor 1816, vacant property, junction with Anne Street South.

Lemon Street

This street is on average 5.4m wide and is 53.41m long. It is located to the east of Grafton Street, midway along Duke Lane Upper, 39m north of the Duke Street junction. It has a west-east orientation, linking Grafton Street to Duke Lane Upper. The footpaths and carriageways are surfaced in beige asphalt, which recently replaced the old red bricks.

The following is a list of properties on the northern side of the street, starting at the Grafton Street junction: And Other Stories shop, Hayes Recruiting experts, Hyde Hotel, junction with Duke Lane Upper.

The following is a list of properties on the southern side of the street, starting at the Grafton Street junction: Victoria's Street shop, KVL T Tattoo studio, Paddy Power, Alias Tom shop, junction with Duke Lane Upper.

Anne Street South

This is an approximately 11.8m wide, 128m long street, to the east of Grafton Street, orientated west to east. The footpaths and carriageways at the western end of the street, from Grafton Street to Duke Lane Upper, are surfaced in beige and black asphalt, which recently replaced the old red bricks. There is a flush kerb between the footpath and carriageway, i.e. no front facing kerb on this section of the street.

The carriageway to the eastern half of the street, from Duke Lane Upper to Dawson Street is surfaced in black asphalt and has front facing kerbs. The footpaths are surfaced in a variety of materials including beige coloured asphalt, concrete and concrete flags. There is an existing 39m long buildout on the northern footpath surfaced in beige asphalt.

The following is a list of properties on the northern side of the street, starting at the Grafton Street junction: John Berereton Jewellers, Vacant Property, Vacant Property, Bunsen, Smiles Dental, Gourmet Burger, Grafton Barber, Eddie Rockets, The Gotham Café, John Kehoe Pub, Duke Lane Upper Junction, Vacant Property, Sheridan's Cheesemongers, Isabelle's, Meneki Tea Talk, The Zip Yard, Coffee Angel, The Jewel Casket, Abrahams Tailors, Massimo, Dawson Street junction.

The following is a list of properties on the southern side of the street, starting at the Grafton Street junction: Seasons of Ireland, Grafton Building, Jigsaw, TM Lewin, Timberland, Brendan Joseph Store, Butcher Otoko, e cigarette co, Xi'am Street Food, Smiles Orthodontics, Anne's Lane junction, vacant property, Aviary Lane Hairdresser, Magee, Monaghan Cashmere, Certior Covid Test Centre, Dolce Sicily, Dublin Barista School, Deirdre O'Donnell Jeweller, Menspire, James Herren, Dawson St junction.

Anne's Lane

The Cul de Sac laneway varies from 6m to 6.5m wide, it is located midway along South Anne Street and runs south for 39m before splitting into two further cul de sacs. One continues south for another 39m, the other has a service lane spur off to the west for 21m, with a further spur to the south for 42m. It has a number of accesses into off-street parking and service areas.

The majority of the lane does not have a footpath on either side of the road apart from a 1m wide footpath for 21m on the eastern side of the lane, and 64m on the western side-both measured from the junction with Anne Street South. The existing carriageway is surfaced in asphalt with concrete footpaths.

The following is a list of properties on the western side of the street, starting at the Anne Street South junction: Smiles orthodontics, trinity Clinic, Italian Heel bar, Chilli Club, Anne's lane Dental Centre, Fitzgerald's, junction into service yard, Sporting Emporium Casino, ESB substation, derelict site.

The following is a list of properties on the eastern side of the street, starting at the Anne Street South junction: vacant property, Brown Thomas Buying and Marketing, Café en Seine (rear entrance), Kerlin gallery, 37 Dawson St (rear entrance), Sams (rear entrance), Venue 35 (rear entrance), Royal Irish Automobile Club (rear entrance).

The western service lane is to the rear of the following Grafton St facing properties:

Burger King, King of Trainers, Lego shop, Ted Baker, North Face, Foot Locker, Captain Americas.

And to the rear of the following Anne Street South properties:

Butcher Otoko, Brendan Joseph Store, Timberland, Levis, private access.

3. Drawing Name: P-20 Proposed Layout

Description

This is a plan drawing showing the proposed new layout of the area. There is a red line around the project area, which consists of Duke St, Anne Street South, Anne's Lane, Duke Lane Upper, Duke Lane Lower, and Lemon Street.

See Section 3 above for street layout description.

The following layout is proposed for each street:

Duke Lane Lower:

This service laneway is a Cul De Sac off Duke Street, with a number of accesses into off-street service areas. This north-south laneway is 6.6m wide. It will have an asphalt surface with a narrow 1m wide paved Leinster granite flag footpath, extending part of the way into the laneway to match the existing layout.

There are no trees or benches proposed for Duke Lane Lower due to its narrow width and high volume of large delivery vehicles.

Duke St:

This is an approximately 11.8m wide street running in an east-west direction, linking Grafton Street to Dawson Street. The western end of the street has a 3.25m wide carriageway, and does not have a raised kerb. The full width of the street is fully paved in Iberian granite flags, with an 18m long loading bay for delivery vehicles on the southern side of the carriageway. The eastern half of Duke Street is surfaced in asphalt from Duke Lane Upper as far as Dawson St and has a raised front facing kerb.

All footpaths on this street are paved in Leinster granite flags, with the paving pattern running perpendicular to the paving in the carriageway. The average footpath width is approximately 3.1m but is wider in some locations where footpath buildouts have been added. There is a granite kerb and a dished drainage channel between the footpath and the carriageway.

The proposed footpath width varies all along Duke St but has been widened where possible in all locations. There is one pinch point of 1.8m on the southern footpath at the Duke Street Gallery, 13m east of the Duke Lane Upper junction, where an existing private entry extends into the footpath. A 1.8m wide clear accessible route will be provided along both the north and south footpaths for the full length of the street. Designated crossing points are provided at each junction with tactile paving.

A 13.m long section of footpath on Duke Street East has been widened into the carriageway, starting 10m east of Duke Lane Lower, to create a space for two additional tree pits, two public benches and a water bottle filling station. These features are located outside the proposed clear accessible route.

There are 3 new tree pits located on the northern side of the carriageway at Duke Street West, at 5m, 7m and 42.5m east of the Grafton Street junction, and at 8m and 30m east of the Grafton Street Junction on the southern side of the street. All tree pits will be located off the accessible route and will have low level planting and a 100mm kerb upstand surround. The length of the tree pits have been maximised to provide a kerb upstand edge to as much of the clear accessible route as possible.

Three new solid base public benches have been added at the western end of the street, two are on the southern side of the carriageway, 6m from the Grafton Street Junction and one is on the northern side of the street, 6m from the Grafton St junction. All benches are positioned between the kerbed tree pits, away from the accessible walking route.

A disabled car park space has also been added to Duke Street East, 19m west of the Dawson St junction, which has a dished kerb to allow wheel chair users to get onto the adjacent footpath. A dished crossing point has been included at the Duke Street-Dawson Street junction.

Removable bollards are shown on the carriageway to prevent cars entering pedestrianised areas after 11am. No bollards are proposed on the footpath.

There are no bike stands proposed on Duke Street.

Subject to receiving permission from building owners all public lighting will be wall mounted, removing the need for lamp poles on the street. All other street furniture will be minimised and located away from the clear accessible route.

Lemon Street

This street is on average 5.4m wide and runs east to west, linking Grafton Street to Duke Lane Upper. It will be fully pedestrianised so has Iberian granite paving flags for the full width of the street, with a dished drainage channel running along its length.

The southern section of the street will have low level planting with upstand kerbs and three solid base benches. Some play equipment will also be installed between the benches and planted areas, away from the clear accessible route.

Duke Lane Upper

This street is on average 6.65m wide and runs north south, linking Duke St to Anne Street South. The 3.25m wide carriageway is paved in small Iberian granite setts, with a dished drainage channel and kerb between the carriageway and the footway.

A 2.1m wide footpath is provided on the western side of the lane, and 1.6m wide on the east. The western footpath narrows locally at the junctions to allow for vehicular turning movements. Both footpaths are paved in Leinster Granite flags; the paving pattern is perpendicular to the direction of the carriageway paving.

A designated crossing point is provided at either end of the laneway and at the junction between Lemon Street and the Royal Hibernian Way, which is located 40m south of the Duke Street junction.

There are no trees or benches proposed for Duke Lane Upper due to its narrow width.

Anne Street South:

This is an approximately 11.8m wide street running in an east-west direction, linking Grafton Street to Dawson Street. The western carriageway is 3.25m wide and is paved in Iberian granite flags, with two 12m long loading bays for delivery vehicles on the southern side of the carriageway. The eastern section of carriageway, from Duke Lane Upper to Dawson St, is also 3.25m wide and is paved in small Iberian Granite setts. There is a flush granite kerb and a dished drainage channel between the footpath and the carriageway.

The footpaths are paved in Leinster granite flags, with the paving pattern running perpendicular to the paving in the carriageway. The average footpath width is approximately 3m but is wider at the location of the footpath buildouts. The existing buildout on South Anne Street (East) is being maintained on the northern side of the street, it starts 6.5m east of Duke Lane Upper junction and is 35m long. A new wider footpath buildout is also being added to the southern footpath immediately to the west of the Duke Lane Upper junction.

The proposed footpath width varies all along Anne Street South have been widened where possible in all locations. There is one pinch point 33m east of the Grafton Street junction, on the southern footpath, where the footpath narrows to 2.1m locally, where an existing private entry extends into the footpath. A 1.8m wide clear accessible route will be provided along both the north and south footpaths for the full length of the street. Designated crossing points are provided at each junction with tactile paving.

There are five new tree pits shown on the western end of Anne Street South, evenly spaced along the southern side of the road. Three of these are in the carriageway and two are in the widened section of footpath to the west of Anne's Lane, away from the accessible route. Each has low level planting and a kerb upstand surround. The length of the tree pits have been maximised to provide a 100mm high kerb upstand edge to as much of the clear accessible route as possible.

Four new solid base public benches have been added along the southern footpath, positioned between these kerbed tree pits at the western end of the street, away from the accessible walking route. One of the benches is located 7m east of the Grafton Street junction, the other three are positioned on the widened footpath buildout, 46m east of the Grafton Street junction.

Two additional tree pits have been added to the northern footpath buildout on the eastern side of Anne Street South, with low level planting and an upstand kerb surround. These features are away from the clear accessible route.

Removable bollards are shown on the carriageway to prevent cars entering pedestrianised areas after 11am. No bollards are proposed on the footpath.

The last 25m at the eastern end of Anne Street South will have a raised front facing kerb and an asphalt surface on the carriageway. The existing bike stands have been maintained at this location, they are positioned on the asphalt carriageway, with a raised kerb between the bike stand and the footpath. One additional tree pit is proposed in the carriageway at the eastern end of the bike stands.

A dished crossing point has been included at the Duke Street-Dawson Street junction.

Subject to receiving permission from building owners all public lighting will be wall mounted, removing the need for lamp poles on the street. All other street furniture will be minimised and located away from the accessible route.

Anne's Lane

This Cul de Sac laneway varies from 6m to 6.5m wide; it starts running north to south off Anne Street South and has a service lane spur off to the west, with a further spur to the south. It has a number of accesses into off-street parking and service areas.

The carriageway width varies, down to a minimum width of 3.25m. The majority of the carriageway will be surfaced in asphalt with just one section, along the eastern side of the Sporting Emporium, paved in small Iberian granite setts.

Narrow 1.1m wide footpaths are provided near the junction with Anne Street South, to allow for vehicular turning movements. The western footpath then widens to an average of 2.2m for the remaining north-south section of the laneway. This generally matches the existing footpath arrangement.

There are no trees or benches proposed for Anne's Lane due to its narrow width.

4. Drawing Name: P-29 Proposed Feature Lighting Layout

Description

This is a plan drawing showing the proposed new layout of the area. There is a red line around the project area, which consists of Duke St, Anne Street South, Anne's Lane, Duke Lane Upper, Duke Lane Lower, and Lemon Street.

The legend states there are two types of proposed feature lighting:

- High Level Horizontal feature lighting installation, indicated by yellow hatched shading
- Vertical feature lighting installation, indicated by a solid yellow line

The legend also notes that this drawing is for feature lighting only, and does not include standard public lighting. It also states that all details are subject to agreement of property owners. The exact detail of the feature lighting has not yet been decided.

The high-level horizontal feature lighting is shown to span between buildings above street level at the following locations:

- Anne's Lane- starting 14m south of the Anne Street South junction, running for 19m
- The full length of Duke Lane Upper
- The full length of Lemon Street

The vertical feature lighting is shown as being attached to the following buildings:

- The eastern side of the Marks and Spencer building on Duke Lane Lower
- The front of John Berereton Jewellers at the western end of South Anne Street
- The west side of the Links London building on Anne's Lane

5. Drawing Name: P-30 Proposed Sections

Description

This drawing shows four different elevations of the street at the following locations:

Duke Street West

This a view of the street if you are standing on the Grafton Street end of Duke Street, looking East. It shows the Bailey bar on the left hand side and the Nespresso shop on the right, with flush kerbs between the carriageway and the footpaths.

The northern footpath is 3.99m wide, with a 5.2m carriageway, which includes the loading bay, and a 3.02m wide footpath on the south side. There is a flush kerb and dished drainage channel between the footpath and the carriageway. The carriageway is paved in Iberian granite flags.

There is a tree pit at either side of the carriageway with an upstand kerb surround, which lines up with the edge of the footpath to provide guidance. Pedestrians are shown on both footpaths. The tree pits are located at either end of the loading bays.

Note: It is proposed to provide a textured hazard strip along areas where there is a flush kerb. The design team will work with the Disabled Person's Organisations to agree the details of this textured hazard strip during the detailed design stage.

Duke Street East

This a view of the street if you are standing on the Duke Lane Upper end of Duke Street, looking East. It shows Carluccios on the left hand side and the Yum Thai Noodle bar on the right, with upstand kerbs between the carriageway and the footpaths.

The northern footpath is 5.33m wide at this location, with a 3.25m carriageway and a 3.28m wide footpath on the south side. The carriageway is surfaced in asphalt.

There is a tree pit and solid base bench on the carriageway side of the northern footpath. These are located on the new footpath build out and the accessible route is away from this area. The benches are positioned perpendicular to the carriageway.

Pedestrians are shown on both footpaths.

Anne Street South (West)

This a view of the street if you are standing on the Grafton Street end of Anne Street South, looking East. It shows Bunsen on the left hand side and the T.M. Lewin shop on the right, with flush kerbs and a dished drainage channel between the carriageway and the footpaths.

The northern footpath is 3.26m wide, with a 5.2m carriageway, which includes the loading bay, and a 3.71m wide footpath on the south side. The carriageway is paved in Iberian granite flags.

There is a tree pit on the southern side of the carriageway, in the loading bay, with an upstand kerb surround, which lines up with the edge of the footpath to provide guidance. Pedestrians are shown on both footpaths.

Note: It is proposed to provide a textured hazard strip along areas where there is a flush kerb. The design team will work with the Disabled Person's Organisations to agree the details of this textured hazard strip during the detailed design stage.

Anne Street South (East)

This a view of the street if you are standing on the Duke Lane Upper end of Anne Street South, looking East. It shows Isabelle's on the left hand side and the Magee shop on the right, with flush kerbs between the carriageway and the footpaths.

The northern footpath is 5.61m wide, with a 3.25m carriageway and a 2.83m wide footpath on the south side. There is a flush kerb and dished drainage channel between the footpath and the carriageway. The carriageway is paved in small Iberian granite setts

There is a tree pit on the northern footpath, with an upstand kerb surround, which lines up with the edge of the footpath to provide guidance. Pedestrians are shown on both footpaths.

Note: It is proposed to provide a tactile indicator along areas where there is a flush kerb. The design team will work with the Disabled Person's Organisations to agree the details of this tactile indicator during the detailed design stage.