

To the Chairperson and Members of the  
South East Area Committee

---

### Clarendon Street Part 8 Report

---

#### Planning and Development Act, 2000 - 2010 Planning and Development Regulations, 2001 - 2010 - Part 8

**Applicant:** Dublin City Council, South East Area Office, Civic Offices,  
Wood Quay, Dublin 8.

**Location:** Clarendon Street – Clarendon Row, Dublin 2.

#### **Proposal**

Pursuant to the requirements of the above, notice is hereby given of proposals to remove the existing asphalt road surface and existing footpaths and replace with a new asphalt carriageway and loading areas with new stone paved footpaths while retaining areas of historic granite paving. The proposals include the removal of the existing street furniture and temporary planting containers and replacement with new street furniture, new tree planting, seasonal planting containers and seating. The proposals include all necessary service, utility and associated site works.

The areas for the proposed works lie within the designated Grafton Street Environs Architectural Conservation Area and Area of Special Planning Control and the South City Retail Quarter Architectural Conservation Area.

#### **Planning Context**

This Part 8 proposal is made in the context of the ***Grafton Street Quarter Public Realm Plan*** which was presented for adoption by City Council in May 2014. This plan for the Grafton Street Quarter sits under the overarching Dublin City Council Public Realm Strategy ***'Your City Your Space'***. This Part 8 is the third in a series which will facilitate the implementation of the plan for the quarter. It is important therefore that this Part 8 proposal is seen in that context though it does stand alone in terms of the extents of works it covers.

The works will be phased such that businesses can remain open and disruption is minimised.

In accordance with the Council Directive 92/43/ECC as amended by Council Directive 97/62/EC, **Appropriate Assessment does not apply.**

#### **Grafton Street Quarter – Improvement Works Construction Sequence**

Work to Grafton Street was completed in 2014 and Wicklow Street and Johnson Court were completed in 2015. It is anticipated that works in the Chatham Street - Harry Street group of streets will commence in 2017. When Chatham Street is complete, it and Wicklow Street will directly connect Grafton Street with the next parallel street to the west - Clarendon Street / Clarendon Row, the subject of this Part 8 proposal and the next streets to receive attention.

As Clarendon Street is not a designated pedestrian zone the selected palette of materials varies from the two previous applications but the design approach is consistent and will fundamentally extend the “Grafton Street Experience” westward.

The street improvement construction works in Clarendon Street will be carried out as in Grafton Street and Wicklow Street in a series of work-fronts related to an overall traffic management plan. The purpose of this plan is to minimise the disruption to traffic-movement and to business premises during 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 and other factors.

### **Design Intent**

The fundamental design intent is to extend the new “Grafton Street Experience” westward into Clarendon Street / Clarendon Row.

- To upgrade the comfort and safety of the street for pedestrian use.
- To extend the Grafton Street experience and improvements to Clarendon Street.
- To accommodate the required traffic movements and loading requirements on the street for businesses, hotels and the general public.
- To 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.
- To encourage enhanced street animation by shops and restaurants.
- To improve the tree planting and seating opportunities in the street.
- To promote the quality of the streets as a pedestrian environment by the use of high quality stone paving and street furniture.

At present Clarendon Street has an asphalt carriageway and narrow footpaths paved with a variety of materials. The proposed design narrows and centres the carriageway creating wider footpaths and an improved pedestrian environment. Accordingly the design proposes a palette of materials which is complimentary to Grafton Street.

As with the design for Grafton Street itself, it is proposed to apply the principles of **Universal Design** throughout this series of street improvements 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 are to be retained and relocated in a more suitable arrangement.

### **Greening Strategy**

The ‘Greening Interventions’ within this Part 8 form part of a wider greening strategy that is being developed for the Grafton Street Quarter. The strategy sets out a vision and recommendations for establishing local green infrastructure that address biodiversity, climate change and the built environment while connecting elements such as parks and green corridors that run through and beyond the area.

Green space within the framework of green infrastructure offers possibility for increasing social activity and fostering spaces of rest and tranquillity within this busy retail and restaurant quarter of the city.

The strategy advocates small interventions that encourage biodiversity through ‘stepping stones’, the greening interventions in this Part 8 should be viewed within the context of the wider strategy.

The ground penetrating survey identified limited opportunities for in-ground planting along Clarendon Street so a mix of in-ground planting, 5 no. trees and raised planters, 3 no. trees, with associated seating is proposed for the scheme.

### **Traffic**

The design for Clarendon Street is framed around traffic calming in order to upgrade the quality of the pedestrian environment. The proposals have been developed in the context of current roads and traffic design standards so that where the footways will be level with the road surface, the alignment of street furniture, tree planting or planting containers will define the footpaths. At the north end the carriageway is ramped upwards at the entrance to Clarendon Street, at Wicklow Street, to create the kerbless pedestrian friendly zone. The carriageway has been narrowed and centred. It is identified by the use of a different material, asphalt, and light coloured asphalt at the junctions.

### *Loading*

At the north end of Clarendon Street it is proposed to remove the existing loading bay adjacent to the entrance to the Brown Thomas car park. 4 no. loading bays will be located at the south end of Clarendon Street, near the entrance to the Westbury Hotel. An additional loading bay will be located on Clarendon Row.

### *Parking / Disabled Parking*

2 no. disabled parking spaces will be provided at two locations.

### *Bicycle Parking*

A minimum of 12 no. bicycle parking racks will be provided along the street, in small groups.

### **Paving Materials**

The approach to paving on Grafton Street is that it was paved flat and has no raised kerbs; the carriageway is differentiated from the footpaths on either side by two different types of granite stone, by a wide kerbstone laid flat and by an alignment of street furniture. However Grafton Street is a pedestrian zone after 11am whereas Clarendon Street is a vehicular trafficked street. It is again proposed to differentiate between the carriageway and the adjoining footpath areas on Clarendon Street using different materials; asphalt for the carriageway and Leinster brown grey granite for the footpaths and flat kerbstones. The north end of Clarendon Street will be paved flat and the south end, from Coppinger Row to South King Street including Clarendon Row will have raised kerbs. The road surface at the junctions with Coppinger Row and Chatham Street will be raised and surfaced with a light coloured asphalt. This arrangement of materials and levels we believe will provide the best pedestrian environment and will accommodate the buses / coaches and servicing vehicles which use the street. The use of kerbs is to protect the pedestrians in the loading bay areas which are located between Coppinger Row and South King Street.

### *Existing Historic Paving Materials*

The small number of antique kerbs and flags will be retained in their current location and incorporated into the new paving.

### **Street Furniture**

As the streets that are the subject of this Part 8 submission are connected to Grafton Street via Chatham Street and Wicklow Street, it is proposed to continue the suite of street furniture used in Chatham Street, Harry Street and Balfe Street scheme, chiefly comprising of waste bins and bollards, into Clarendon Street / Clarendon Row.

### *Seating*

The provision of seating is an essential part of the Universal Design approach to the street improvement projects in the Grafton Street Quarter in affording rest opportunities especially for people with disabilities and elderly people. It was not possible to place seating on Grafton Street itself because of the intensive footfall but the side streets offer the opportunity to locate seating close to Grafton Street but in quieter and safer positions. These proposals incorporate seating in locations associated with the greening and tree planting outlined in the Grafton Street Quarter Greening Strategy. Seats are proposed on Clarendon Street at Coppinger Row integrated with the proposed tree planting.

### *Lighting*

It is proposed that the public lighting for each of the streets will be upgraded and new public lighting fittings will be installed matching the modern LED fittings on Grafton Street and will generally be wall-mounted on the face of the buildings.

### **Archaeology**

It is proposed to renew the water mains on Clarendon Street and Clarendon Row which are in poor condition. Other than that no major underground service renewals are proposed for these streets. Accordingly no deep excavations are anticipated. Generally the works will comprise a replacement of the street surface and substructure. A protocol has been agreed with the City Archaeologist whereby excavations below paving formation level, such as for tree pits, will be notified for archaeological assessment.

### **NOTE**

A Dublin Bike station has recently been relocated from Chatham Street to Clarendon Row by way of a separate procedure from this Part 8. This relocated station has been incorporated into the proposals presented herewith.

**Brian Swan**

**Deputy City Architect**