

To the Lord Mayor and
Members of Dublin City Council

Report No. 312/2017
Report of the Chief Executive
Dublin City Council



(a) Planning and Development Act 2000 (as amended) & Planning and Development Regulations 2001 (as amended) (Part 8)

(b) Local Government Act 2001

In compliance with the provisions of Section 179 of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended) and in compliance with the provisions of the Local Government Act 2001, I hereby notify you that it is proposed to carry out the following development:

(A) THE SITE

The site of the proposed works is Clarendon Street and Clarendon Row.

(B) THE PROPOSAL

This is an application pursuant to the above to carry out the following development:

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

(C) AREA COMMITTEE

At the June 2017 meeting, the South East Area Committee was informed of the intention to initiate the Part 8 process relating to this project.

(D) SUBMISSIONS / OBSERVATIONS

Notice of the proposal was published on 30th June 2017 and plans and particulars of the proposed development were on public display from 30th June until 15th August 2017 at the offices of Dublin City Council's Planning Department. Written observations with respect to the proposed development could be submitted until 29th August 2017.

2 no. submissions received from Prescribed Bodies; Transport Infrastructure Ireland and DART Underground Office: No comments

4 no. submissions have been received from third parties including Brown Thomas Car Park, Doyle Group and West Hotel Trading Company, Adelaide Real Estate Investments plc, and Dublin Town.

The following observations/comments have been made;

- Proposals generally welcomed and supported
- Drainage and water valve works should be scheduled with the needs of individual businesses taken into account
- Continued access to loading bays and private vehicular access points to gated yards and laneways should be maintained.
- During times when loading bays are being resurfaced it is requested that temporary loading bays be provided in close proximity to allow for continued ease of delivery.
- Regular updates, including detailed information for access and deliveries well in advance of works should be provided
- Wherever possible, individual businesses should be consulted about the location of trees and planting in relation to their shop fronts and display windows and access.
- Where box planters are to be used they should not be of the concrete sort previously used on the street from 2013 onwards but should be clad with an attractive durable wood or similar natural finish.
- Request that the layout of any approved scheme at the junction of Chatham Street and along the eastern side of Clarendon Row acknowledges the potential position of the proposed development under Reg. Ref:4436/16 and adjustments made.
- The Brown Thomas/Clarendon Street car park and its operation should be considered in the drawing up of any traffic management plan.
- Concerns regarding the removal of all loading facilities from the eastern half of Clarendon Street and relocating them in the western half, adjacent to the Westbury Hotel and existing and proposed restaurants. The amount of loading proposed would be visually obtrusive, would lead to a reduction in amenity adjacent to the hotel and would contribute to traffic congestion.
- A number of adjustments to the proposed layout are set out with respect to the Westbury Hotel including the provision of a drop-off area in front of the ballroom entrance, reduction in size of the loading bay outside the hotel entrance, provision of a taxi drop off area immediately west of Clarendon Street opposite the delivery access to the Westbury Hotel and extension of the 'build-out' south adjacent to the existing delivery/service access to the Westbury Hotel.

The observations/submissions have been noted.

(E) EVALUATION / ASSESSMENT

Following completion of the renewal work to Grafton Street itself it was decided to address the streets to the west as the next tranche. Though the streets to the east (Anne Street, Duke Street, etc) were originally identified as next in greatest need or resurfacing due to the condition of the existing paving, the timing of the LUAS works in Dawson Street was such that the combined impact of the works would have seriously impacted the operation of the businesses on those streets. Consequently the next set of streets to be addressed was Wicklow Street (from Grafton Street to the junction with Clarendon Street); Johnson's Court; Chatham Street; Harry Street; Balfe Street; Chatham Lane and Swan Yard.

Work to Grafton Street was completed in 2014 and Wicklow Street and Johnson's Court were completed in 2015. Works in the Chatham Street / Harry Street / Balfe Street area commenced in early September 2017 and are due for completion at the end of 2018. 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 / Clarendon Row is not a designated pedestrian zone the selected palette of materials varies from the 2 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 / Clarendon Row 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.

Appropriate Assessment:

A Natura Impact Report was completed for the Development Plan. The policies and objectives which relate to the public realm improvements have been included in this assessment, including the objective to implement the actions and projects contained in the Dublin City Public Realm Strategy 2012 of which the Grafton Street Quarter Public Realm Plan is one of the key projects to be completed as part of the strategy. The Appropriate Assessment has been fully integrated with the various stages of the development plan process in order to ensure that the ecological implications of the plan do not impact upon any areas designated as Natura 2000 Sites.

Grafton Street Quarter Public Realm Plan 2014

This Part 8 relates to the full width and length of Clarendon Street and Clarendon Row. This Part 8 is the fourth in a series which will facilitate the implementation of the plan for the Grafton Street Quarter.

The Grafton Street Quarter Public Realm Plan sets out the vision for the future of the public realm in the area. The Grafton Street Quarter is centred on Grafton Street and its supporting network of streets and spaces extending to one of the city's premier squares - St. Stephen's Green to the south, Trinity College and another major public

space - College Green to the north, South Great George's Street to the west and over to Dawson Street and Molesworth Street to the east.

The public realm comprises the range of streets, squares and city spaces, small and large, that are the open areas within the city's built fabric. Quality public realm plays a vital role in how the area functions and its attractiveness to those who live in, work in or visit it. The quality of that public realm is created by the cohesiveness of all of its elements - paving, street furniture, lighting, street planting and art work which are set in the context of the buildings and the façades that enclose it.

Whilst the Grafton Street Quarter Public Realm Plan aims to co-ordinate the approach to the public realm in the Grafton Street Quarter and to create coherence throughout the street network, it recognises the need to formulate a design for each unique space and individual streets through the appropriate arrangement of elements.

Interdepartmental Reports:

Roads and Traffic Division have made the following comments;

Roads and Traffic Division has no objections to the proposed development subject to conditions including the following:-

- The Applicant shall ensure the work is completed following liaison with the Area Traffic Engineer in relation to loading and parking arrangements along Clarendon Street.

Drainage Division: The Drainage Division has no objection, in principle, to this development, subject to the developer complying with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (see www.dublincity.ie Forms and Downloads).

The Project Manager and City Architects Division have made the following comments:

- The Grafton Street Quarter Project Team will continue to liaise with the local businesses throughout the lifecycle of the project. In a process similar to the already completed Grafton Street Quarter Projects and the current Chatham Street / Harry Street / Balfe Street project, all proposed works will be managed and co-ordinated to reduce disruption to the local businesses and other affected stakeholders to a minimum.
- The replacement of the water main will be carried out in phases and in discussions with local stakeholders. All reasonable efforts will be made to minimise disruption during the works.
- The street improvement construction works in Clarendon Street and Clarendon Row will be carried out as in Grafton Street, Wicklow Street and Johnson's Court 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 businesses and other stakeholders during the works.
- In preparing the traffic management proposals, local discussions will take place with affected stakeholders.
- The design of the planters, trees and the choice of tree will be discussed during further consultations with stakeholders.

- The design of the Clarendon Street / Clarendon Row Improvement scheme has been carefully considered to improve and upgrade the pedestrian environment whilst maintaining traffic movements and providing for the servicing and loading requirements of all businesses and other stakeholders on the street. Enhanced set down facilities and a taxi rank are being provided adjacent to the Westbury Hotel as part of the Chatham Street / Harry Street / Balfe Street area improvement scheme. Increased pavement widths and build outs along the east side of Clarendon Street will increase the pedestrian amenity in the vicinity of the hotel.
- The Part 8 drawings for the Clarendon Street / Clarendon Row Improvement scheme were prepared before the planning permission for the property on the corner of Chatham Street and Clarendon Row was approved by Dublin City Council. The construction of the Clarendon Street / Clarendon Row Improvement scheme will take account of the proposed building line which has been agreed between Dublin City Council and Henry J Lyons on behalf of Adelaide Real Estate Investments plc.

POLICY CONTEXT

The importance of the Grafton Street Quarter as one of the city's primary retail destinations in the state is highlighted in a variety of plans and policy documents including the Retail Strategy for the Greater Dublin Area, the Dublin City Development Plan 2016-2022, the Retail Core Framework Plan, the Architectural Conservation Plans and the Scheme of Special Planning Control Scheme for Grafton Street. These documents have a shared ambition to promote this quarter as one of the city and state's premier shopping, leisure and cultural destinations and, in the process, to create "a network of attractive streets and spaces where the pedestrian can walk with ease and enjoy a range of planned and unplanned activities, free from traffic conflict" (The Retail Core Framework Plan, Dublin City Council, 2006)

Dublin City Development Plan 2016- 2022

Zoning

The area is covered by the zoning objective Z5 in the Dublin City Development Plan 2016-2022 – *to consolidate and facilitate the development of the central area, and to identify, reinforce, and strengthen and protect its civic design, character and dignity.*

Protected Structures

There are a number of protected structures on this section of public realm including:

1-3 Clarendon Street
6-12 Clarendon Street
45 Clarendon Street

Specific policies/objectives

The following specific policies and objectives are of relevance to the current proposal:

SC19 To promote the development of a network of active, attractive and safe streets and public spaces which are memorable, and include, where

appropriate, seating, and which encourage walking as the preferred means of movement between buildings and activities in the city. In the case of pedestrian movement within major developments, the creation of a public street is preferable to an enclosed arcade or other passageway.

RD13 To affirm and maintain the status of the city centre retail core as the premier shopping area in the State, affording a variety of shopping, cultural and leisure attractions and having regard to relevant objectives set out in the Retail Core Framework Plan (2007).

The Retail Core Framework Plan

The Retail Core Framework Plan was prepared and adopted by Dublin City Council in 2007 to promote the Grafton Street Quarter as one of the city's premier shopping, leisure and cultural destinations in the state. The Plan sets out 6 key strategies to enhance the Grafton Street Quarter. These strategies continue to be incorporated into the Dublin City Development Plan 2016-2022 and provide the strategic or high level vision for the Grafton Street Quarter.

Key Strategies

- The provision of significant additional retail floor space in the Grafton Street Quarter through the development of a number of strategically located sites with significant development potential to create new anchors or magnets which will reinforce and expand the Grafton Street Quarter and allow for the provision of the larger shop units sought by the bigger and more mainstream fashion outlets.
- The development of a network of pedestrian loops in conjunction with the delivery of the additional retail floor space to provide a more extensive and continuous shopping experience and develop new street frontages for both shopping and complementary leisure uses.
- The strengthening of the pedestrian routes linking the north and south retail core.
- The creation of a network of attractive streets and spaces where the pedestrian can walk with ease and enjoy a range of planned and unplanned activities, free from traffic conflict.
- The improvement of access to and within the shopping areas.
- The provision of an architectural expression which is complementary to Dublin's unique physical identity and distinctive urban form.

The City Council remains committed to the implementation and delivery of these key strategies.

The South City Retail Quarter Architectural Conservation Area Plan

Some and part of the subject streets and the adjoining buildings are located in the South City Retail Quarter Architectural Conservation Area Plan. The following are the relevant policies and objectives relating to the current proposal.

It is an objective to carry out a programme of street improvement schemes that will upgrade in a co-ordinated manner the existing networks of streets, footpaths, pedestrian linkages and incidental spaces throughout and leading into the ACA.

It is an objective to take an integrated approach to the provision of street furniture. A range of high quality street furniture modern in design and simple in form and materials, compatible with the overall character of the area and the proposed street improvement works, will be provided to enliven both the pavements and the median.

Grafton Street & Environs Scheme of Special Planning Control

Some and part of Clarendon Street lies within the Grafton Street and Environs Scheme of Special Planning Control. Two key objectives relate to the enhancement of the Grafton Street Quarter's public realm:

- 5.5.1. Key Objective (9): To promote high quality and inclusive design to improve the quality of the public realm and open spaces.
- 5.5.2. Key Objective (10): To provide for a high quality range of street furniture that will enhance the public realm.

Design Intent

The fundamental design intent is to extend the new "Grafton Street Experience" westward into Clarendon Street / Clarendon Row. The aims of the proposal are:

- to upgrade the comfort and safety of the street for pedestrian use
- to extend the Grafton Street experience and improvements to Clarendon Street and Clarendon Row
- 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 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 complementary 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.

ASSESSMENT OF PROPOSED DEVELOPMENT

The main issues to be addressed in the assessment of this application relate to traffic and access and to the impact of the proposed development on the character of this historic street / area. In this respect, the Architect's report submitted with the application identifies the key issues.

Greening Strategy:

The 'Greening Interventions' within this Part 8 form part of a wider greening strategy that has been 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 of trees where possible, supplemented by planters where appropriate with associated seating, is proposed.

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 kerb less 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 number 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 / Row is a vehicular trafficked street. It is again proposed to differentiate between the carriageway and the adjoining footpath areas on Clarendon Street / Row 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 light coloured asphalt. This arrangement of materials and levels we believe will provide the best pedestrian environment and will accommodate vehicles, including buses, coaches and service 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 the Chatham Street, Harry Street and Balfe Street scheme, chiefly comprising of waste bins and bollards, into Clarendon Street / 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.

(F) CONCLUSION

It is considered that the plans for the repaving of Clarendon Street and Clarendon Row and provision of new street furniture are in accordance with the policies and objectives of the Dublin City Development Plan, the ACA and Scheme of Special Planning Control for Grafton Street & Environs. All of these statutory documents acknowledge the importance of Grafton Street and its environs as one of the city's primary retail destinations in the state. The proposals are also consistent with the Dublin City Public Realm Strategy 2012 and the City Centre Public Realm Masterplan. The approval and carrying out of this Part 8 will provide for the continuing implementation of the Grafton Street Quarter Public Realm Plan as part of the overall Public Realm Strategy for the city.

Recommendation:

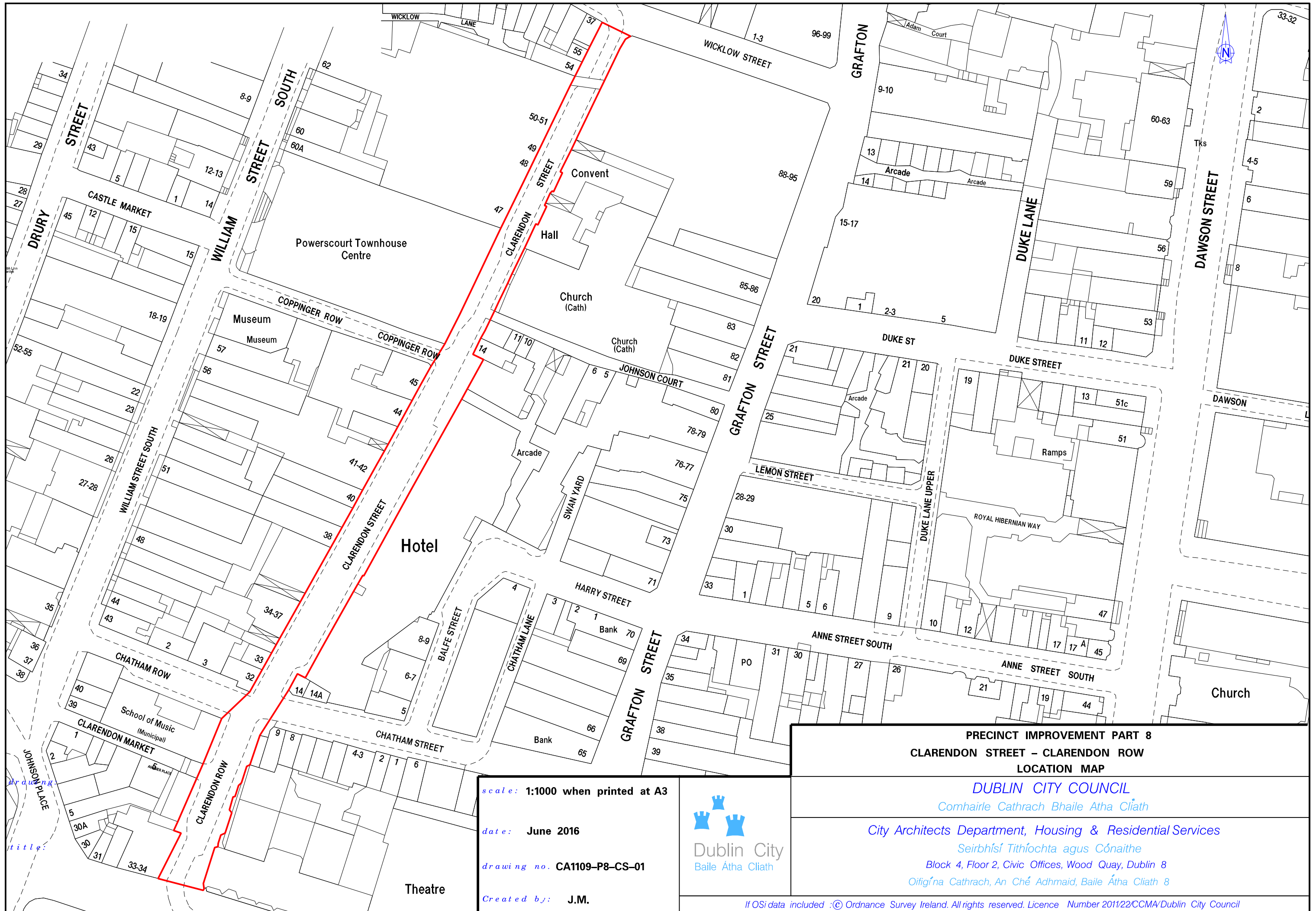
The proposed development has been assessed and it is considered that it would be consistent with both the provisions included in the Dublin City Development Plan 2016-2022 and with the proper planning and sustainable development of the area subject to the following requirements which are intended to safeguard the architectural integrity of this important street.

1. The work shall be completed following liaison with the Area Traffic Engineer in relation to loading and parking arrangements along Clarendon Street.
2. The development shall comply with the following requirements of the Drainage Division of Dublin City Council.
 - The Greater Dublin Regional Code of Practice for Drainage Works Version 6.0

This report is submitted to the City Council pursuant to Section 138 of the Local Government Act, 2001 and Section 179 of the Planning and Development Act, 2000, subject to the provisions of Section 139 of the Local Government Act, 2001.

Owen P. Keegan
Chief Executive

Date 20th September 2017



**PRECINCT IMPROVEMENT PART 8
CLARENDON STREET - CLARENDON ROW
LOCATION MAP**

DUBLIN CITY COUNCIL
Comhairle Cathrach Bhaile Átha Cliath

City Architects Department, Housing & Residential Services
Seirbhísí Tithíochta agus Cónaithe
Block 4, Floor 2, Civic Offices, Wood Quay, Dublin 8
Oifigíná Cathrach, An Ché Adhmaid, Baile Átha Cliath 8

scale: 1:1000 when printed at A3

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