GREATER

DORSET STREET TOGETHER PROJECT
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This document is a result of a local based Community Plan to study the cause of the degeneration of Dorset Street, Dublin 1 and its environs and to identify solutions to reverse the decline and rejuvenate the area.

It represents a joint submission by Dorset Street Together and Broadstone Together under the name Greater Dorset Street Together.

A process was conducted by the Dorset Street Together Group to formulate a strategy, with participation from community groups, business owners, local stakeholders and the local authority.

Following a series of discussions the conclusions were collected into a draft plan produced to facilitate further consultation and development.

On 24th October 2018, an exhibition was held at 54-55 Upper Dorset St to present the draft Community Plan and encourage further participation with the wider community. The Pop-Up Shop ran for two months and was visited by over 700 people. Opinions and ideas were collected and considered.

A parallel process was carried out by the Broadstone Together Group which encompasses the Broadstone and Berkeley Road areas bounded by Phibsborough Road. Some 450 households in the area were surveyed to inform a submission to the Dublin City Development Plan 2022-2028 and 85 responses were received.

The two groups have now joined together as the Greater Dorset Street Together Group with a common purpose to seek to formulate a strategy for the development of the area with the support of Dublin City Council.
Who We are

DORSET STREET TOGETHER PROJECT
JOIN THE CONVERSATION
AT OUR POP-UP SHOP LAUNCH
2:30PM
24TH OCTOBER 2018
55-56 DORSET STREET UPPER, DUBLIN 1

HAVE YOUR SAY...
Available to You
- Professional Architectural and Planning advice
- Access to Dublin City Council
- Information on how to apply for national street
- Exhibition showcasing your local area
- Pop-Up Shop Open from 28th October to 22nd November

WHERE TO FIND US
55-56 DORSET STREET UPPER
DUBLIN 1

OUR STORY
Over the past few years, community and business groups have come together to maintain the heritage of Dorset Street and the surrounding areas.

Facilitated by Dublin City Council, this study and draft plan will be launched on the 28th of October.

The DORSET STREET TOGETHER Project is the first step towards redeveloping our area from the ground up.

Your input is invaluable.
Please come along...

Follow us at DORSETSTREETTOGETHER
Who we are
Who we Are

OUTCOMES

1. PEOPLE

7.1.1 Make the Street Accessible
- Promote commercial and pedestrian activity on the street
- Make the street accessible for all users by remeeting the central median obstruction, widening footpaths and providing dedicated cycle lanes
- Allow for pull-in parking for commercial viability
- Improve the street environment with new planting and street furniture that encourages on-street activity

7.1.3 Define Our Urban Quarter
- Define the area as an urban village and tourism gateway
- Promote Dorset Street as a culinary hub
- Promote a mixed use
- Enhance facade aesthetics
- Provide incentive support schemes for shopfront and facade improvements
- A quarter that supports innovation and sustainability, and pioneers urban farming and slow food movement

7.1.4 Implementation
- Statutory recognition of proposed plan
- Governmental commitment for its implementation
- Relevant financial incentives
- Continued support

GREATER DORSET STREET TOGETHER PROJECT
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WHERE WE ARE

1.3 Extract from Dublin City Development Plan 2016-2022

Land Use Zoning Objectives

- Zone Z1: To protect, provide and improve residential amenities
- Zone Z2: To protect and/or improve amenities of residential conservation areas
- Zone Z3: To provide for and improve mixed-service facilities
- Zone Z5: To consolidate and facilitate the development of the central area and, to identify, reinforce, strengthen and protect its civic design character and identity
- Zone Z6: To protect the existing architectural and civic design character and, to allow for only limited expansion consistent with the conservation objective
- Zone Z9: To preserve, provide and improve recreational amenities, open space and green networks
- Zone Z10: To consolidate and facilitate the development of inner city and inner suburb sites for mixed uses with residential the predominant use in suburban locations and office/retail/residential the predominant uses in inner city areas
- Zone Z11: To protect and improve canal, coastal and river amenities
- Zone Z15: To protect and provide for institutional and community uses
- Protected structures

GREATER DORSET STREET TOGETHER PROJECT
WHERE WE ARE

1.4 Densest Km per sqm in Dublin City
1.5 Survey 2020 of Transient Accommodation

GREATER DORSET STREET TOGETHER PROJECT
GREATER

DORSET STREET TOGETHER PROJECT
WHAT WE HAVE

DERELICTION

THE PROBLEMS

TRANSIENCE

VACANCIES

AIR POLLUTION

LITTER

GREATER DORSET STREET TOGETHER PROJECT
WHAT WE HAVE

DUAL CARRIAGEWAY

The Problems

TRAFFIC

POOR MOBILITY

GREATER DORSET STREET TOGETHER PROJECT
WHAT WE HAVE

POOR UPKEEP

LACK OF MIXED USE

SHUTTERED SHOPS

The Problems

GREATER DORSET STREET TOGETHER PROJECT
WHAT WE HAVE

EDUCATION

HISTORIC BUILDINGS

THEATRE

LITERATURE

GREATER DORSET STREET TOGETHER PROJECT

The Potential
WHAT WE HAVE

PARKS

COMMUNITY

LOCAL BUSINESS

The Potential

GREATER DORSET STREET TOGETHER PROJECT
WHAT WE HAVE

Chapter One
Tasty Options

Bleeker Street
Clement + Pekoe
Fish Shop
Le Petit Cafe
Wood Fire Cafe
The Lovin Spoon
Tom Dick + Hariett
Midnight Express
Kavanagh’s
Wasabi

GREATER DORSET STREET TOGETHER PROJECT

The Potential

Restaurants

Legends

Hotels

Celebrity
Maldron Hotel
Hyatt St George
Cusack Hotel
Hilton
Fairley’s Hotel
The Berkeley Hotel
Joy’s Inn
Cliffes House Dublin
Clarecastle Hotel
Jardine House Dublin

Guesthouse
Parkway Guesthouse
Eccles Street Townhouse
Kingfisher Guesthouse

Hostels
MFC Hostel
Dublin Central Hostel
Gardiner House Hostel

Gastronomy

Airport Gateway

Tourism: A Key Driver Strategy for Growth in 2015
by Bids Leisure Industry Consultants (TIC).
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WHAT WE COULD BE

Mobility + Greening

- More and better pedestrian and cycling infrastructure.
- Reduce car numbers and calm traffic.
- Better maintenance of roads and pavements.
- Encourage conversion to electric driving.
- Disabled parking bays and pull in provision.

EXISTING

PROPOSED

GREATER DORSET STREET TOGETHER PROJECT
WHAT WE COULD BE

Destination + Civic Quality

- Bus Connects + Metro to contribute, not destroy opportunity to create self sustainable masterplan for the area

GREATER DORSET STREET TOGETHER PROJECT
WHAT WE COULD BE

Adaptation + Safety

- Enhance outdoor spaces
- Streets and parks need improvement: better security, reduce litter and greening.
- Promote more cultural outdoor events.
- Implement parklets/pocket parks where possible.
- Vacant sites to be reclaimed for public amenity use.
- Widen footpaths and provide outdoor seating for local hospitality businesses.

EXISTING

PROPOSED
Creation of Quiet Village Centre + Placemaking along route

- Berkeley Road
- Berkeley Street
- Mountjoy Street
- Blessington Street
- Saint Mary’s Place
- Junction with Western Way
- Wellington Street

Inspired by “Woonerf”

- Equal priority to all road users
- Speed control by design
- Enhances urban realm for all users
- Quietsens neighbourhood
- Boosts business
- Reduces pollution
- Increases accessibility (no drops)
WHAT WE COULD BE

Restoration + Preservation

- Georgian and Victorian heritage
- Blessington Street Architectural Conservation Area to be respected and expanded.
- Incentives for façade and shopfront improvements
- Refurbishment of Georgian and historic buildings
- Widen footpaths and restore paving.
- Restore grandeur of Western Way, Blessington Street and Constitution Hill
- Reduce street clutter and improve mobility
WHAT WE COULD BE

- Follow clear accessible guidelines on shopfront design and facade improvements.
- The guidelines are cost-effective and simple in order to allow facade refurbishment accessible to all.
- There is an economic advantage of joint property improvement. Collective refurbishment of a block has a greater economic impact to businesses rather than the refurbishment of a single building within a block.

GREATER DORSET STREET TOGETHER PROJECT

Shopfront Renewal

Street Elevation

Section

Axonometric View

Discreet Lighting

Correct Proportions

Simple Lettering
WHAT WE COULD BE

No 52 Dorset Street

- Original brick restored
- PVC windows replaced with sash windows
- Discreet lettering
- High quality finishes
- Obstructive hanging sign removed
- Subtle external lighting

GREATER DORSET STREET TOGETHER PROJECT
Waste Management + Flood Relief

- Wastewater management and Water Recycling efforts to be prioritised.
- Permeable paving, brick and clay to replace impermeable concrete and tarmac in public realm.
- Add new greening zones.
- Community recycling facilities.
- 90% houses unsuitable for wheelie bins, alternatives needed.
**WHAT WE COULD BE**

**Adaptation + Reuse of Building Stock**

- An existing building is the most sustainable building
- More flexibility needed around change of use and application of regulations

**LEGEND**

- Storage/Circulation
- Medical
- External Terrace

**GREATER DORSET STREET TOGETHER PROJECT**
WHAT WE COULD BE

Adaptation + Reuse of Building Stock

LEGEND
- Circulation
- Restaurant
- Cookery School
- External Terrace
- Vegetable Garden

3 storey over Cookery school

GREATER DORSET STREET TOGETHER PROJECT
WHAT WE COULD BE

Adaptation + Reuse of Building Stock

GREATER DORSET STREET TOGETHER PROJECT
WHAT WE COULD BE

Adaptation + Reuse of Building Stock

GREATER DORSET STREET TOGETHER PROJECT
WHAT WE COULD BE

Adaptation + Reuse of Building Stock

4 storey shared living

GREATER DORSET STREET TOGETHER PROJECT
Project 1 - Removal of central median on Dorset St to widen footpaths and improve public realm

A thoughtful re-design of the street, by removing the central median and using the gained space for greening and wider footpaths, will create a safer and healthier environment for the people who live here while also forcing travellers to use more sustainable modes of transport.

- Prioritise people over traffic and make the street safe
- Remove central median
- Use space gained to provide green/rest/pull-in spaces and separate cycle lane from road users
- Segregated Cycle lane joined to path with shared surface and dished
- Narrow junction to protect pedestrians and slow down road users
- Appropriate planting scheme for the enjoyment of residents and to improve air and sound quality
- Narrow road junctions

Greater Dorset Street Together Group
Project 2 - New Plaza at Black Church

Pedestrianise south and north of the Black Church to create mini plaza along route from city centre to Grangegorman

- New paving
- New Seating
- New Planting including trees

Most residents occupy high density developments with below standard private or public open space. The new development should seek to address the lack of provision of open space by utilizing ‘left over’ spaces as micro parks and greening any opportunity.

There is an opportunity to allow for growth of bio-diversity by planting native species and replacing hard surfaces with permeable soft landscaping.
Project 3 - Micropark at Blessington Court

- Permeable surfaces to improve drainage
- New native planting and wilding
- Reduce bollards
- Provide rest paces

Blessington Court, Dublin 7

Existing

Proposed

Greater Dorset Street Together Group
Project 4 Provide Enhanced pedestrian route from Parnell Square to Botanic Gardens

Create permanent tree canopy along Dorset Street and Blessington Street

Creation of 'National Botanical Way' - specially enhanced pedestrian route from Parnell Square linking to the Botanic Gardens via Blessington Street & Basin; subject to special planning and maintenance / tree planting controls to give an improved environment, pedestrian route, increase the attractiveness of the hinterland.

A clear pedestrian (and tourist) route from central Dublin tourist attractions to others in Glasnevin, becoming an attraction in itself.
Project 5a
Provide Traffic calming at Wellington Street

1. Narrow junction by widening footpaths
   Change surface to paving to highlight go slow zone
2. Traffic calming measures

Wellington Street-action areas

Greater Dorset Street Together Group
Project 5b
Provide Traffic calming at the junction of Geraldine St and Royal Canal Bank

- Narrow junction by widening footpaths
- Introduce aesthetically designed ramps
- Change surface to paving to highlight go slow zone

Greater Dorset Street Together Group
**Project 6 Provide Public Access to Four Masters Park and Improved pedestrian mobility on Berkeley Road**

- Opening of Four Masters Park to public
- Removal of superfluous signage and unify remaining
- Removal of guard rails along footpaths
- Widen footpaths
- Remove car parking along Four Masters Park
- Place bicycle racks in car parking lots, not on pavement
Project 7 Shared Space at Junction of Berkeley Road + Blessington Street

- Ideal opportunity for placemaking.
- Located on axis with Blessington Basin from O’Connell Street
- Has high volume of pedestrian and cycling traffic
- Businesses with outdoor space needs adjoin
- Large centres of employment nearby eg hospital
- Speeding is highly problematic. Only one pedestrian crossing
- Unnecessarily wide road space for cars
- Planting potential that ties in with ‘Botanic Way’ concept