



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 and pursuant to the requirements of the above, notice is hereby given of Dublin City Council's intention to carry out the following works:

Application No:	4301/23
Proposal:	LAW: Planning and Development Act 2000 (as amended) Planning and Development Regulations 2001 (as amended) - Part VIII
Applicant:	Dublin City Council, South Central Area Office
Location:	Meath Street, Dublin 8
Proposal:	<p>Proposal to undertake public realm improvements to Meath Street and its immediate environs. The plan provides for changes to the public realm including footpaths, kerbs, carriageway, street furniture and fixtures, street lighting and the allocation of parking and loading bays along the street. The plan also provides for the addition of street trees, landscaping and public seating.</p> <p>Meath Street is located within the Thomas Street & Environs Architectural Conservation Area. The proposed works are adjacent to protected structures on Meath Street.</p>
Plan Ref no:	LAW 4301/23
Date Lodged:	15 th August 2023
Due Date:	9 th October 2023
Site Notice:	In place and worded as required.

ZONING and CONSTRAINTS:

Dublin City Development Plan 2022-2028 - Land Use Zoning

Site is area is the subject of a number of Development Plan Zoning Objectives, these are as follows:

- The buildings along the western side of the street between Thomas Street and Meath Place, and on the eastern side of the street between Thomas Street and Engine Alley are located within Planning Zone Z5 – City Centre, the objective of which is ‘to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity’.
- The buildings along the western side of the street between Meath Place and The Coombe, and on the eastern side of the street between Engine Alley and The Coombe are located within Planning Zone Z4 – Key Urban Villages / Urban Villages, the objective of which is ‘to provide for and improve mixed-services facilities’.

Meath Street lies within the Thomas Street & Environs Architectural Conservation Area. The following Protected Structures are located on the eastern side of Meath Street:

RPS Ref. No. 8155 47 Thomas Street, Licensed premises, shop and house (turns the corner of Meath Street)

RPS Ref. No. 5072 92 Meath Street, Liberty Creche

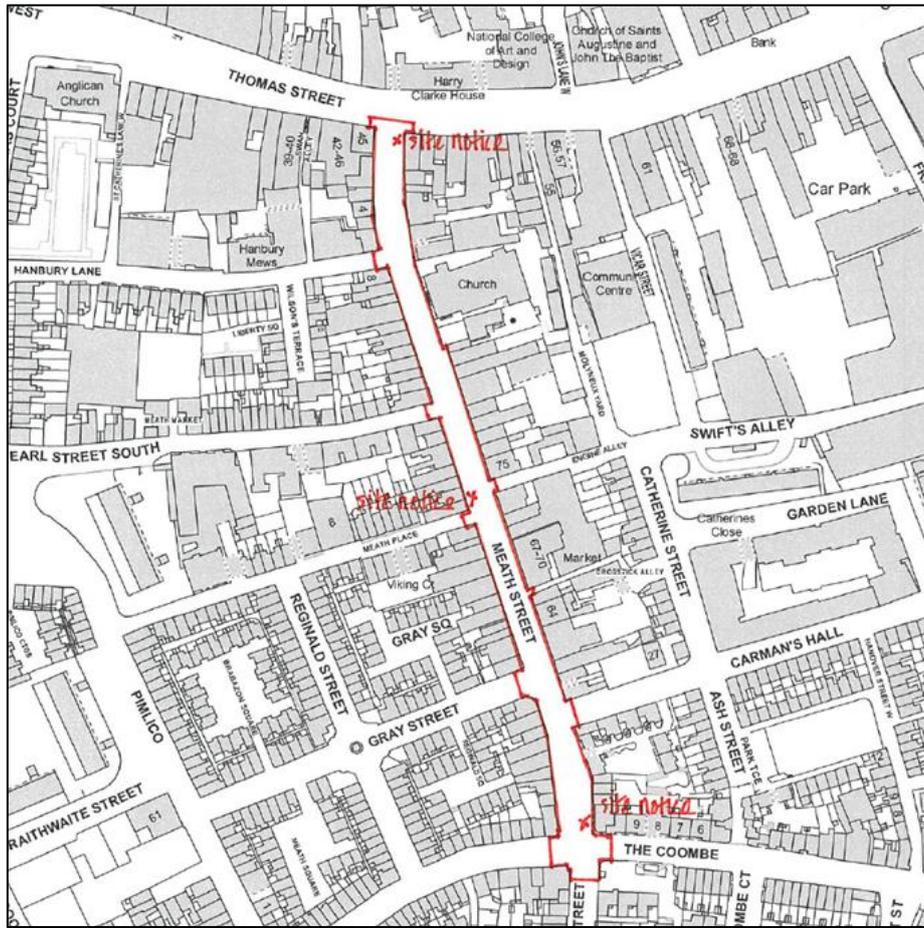
RPS Ref. No. 5071 St. Catherine’s Roman Catholic Church

Meath Street is also located a Strategic Development Regeneration Area (SDRA) 15 – Liberties & Newmarket Square. With the expiration of the Liberties Local Area Plan (LAP) in May 2020, the SDRA seeks to incorporate relevant elements of the LAP, as appropriate, that have yet to be realised. It is an objective of the plan to recognise the unique role the Liberties plays in Dublin’s character and to ensure that regeneration safeguards the Liberties’ strong sense of community identity and cultural vibrancy into the future.

Development proposals that align with the guiding principles set out in the SDRA will be supported. The Liberties & Newmarket areas are currently undergoing significant change. As part of this change, the guiding principles of the SDRA seek to ensure that the individual character of different areas is protected and enhanced through public realm works.

SITE LOCATION AND DESCRIPTION

Meath Street is located in the Liberties area in the southwest of the city centre. It is populated with small shops and pubs and is dominated by St. Catherine’s Church to the north end of the street. It runs north-south, is approximately 330m long and 12m wide. To the north it connects with Thomas Street and to the south with The Coombe.



A number of smaller streets and lanes connect to it from the east (Engine Alley, Crostick Alley, Carman's Hall) and the west (Hanbury Lane, Earl Street South, Meath Place, Gray Street). See Map below:

RELEVANT PLANNING HISTORY

There is no relevant planning history relating to public realm development along Meath Street.

PLANNING POLICY CONTEXT

Relevant Policy includes:

- Project Ireland 2040: National Planning Framework
- Regional Spatial & Economic Strategy for the Eastern and Midlands Region
- Dublin City Development Plan 2022-2028
- Greater Dublin Area Transport Strategy 2022-2042
- Dublin City Council Climate Action Plan 2019 – 2024
- Draft Dublin City Biodiversity Action Plan 2021-2025
- Dublin City Centre Public Realm Masterplan – The Heart of Dublin, 2016
- Grafton Street Quarter Public Realm Masterplan, 2014
- Dublin City Public Realm Strategy – Your City Your Space, 2012
- Design Manual for Urban Roads and Streets (DMURS) 2016
- Thomas Street & Environs Architectural Conservation Area
- Liberties Greening Strategy 2015
- Francis Street Environmental Improvement Scheme 2017

Specific Policies in the Dublin City Development Plan 2022-2028 include

SC2

To develop the city's character by:

- cherishing and enhancing Dublin's renowned streets, civic spaces and squares;
- developing a sustainable network of safe, clean, attractive streets, pedestrian routes and large pedestrian zones lanes and cycleways in order to make the city more coherent and navigable and creating further new streets as part of the public realm when the opportunities arise;
- protecting the grain, scale and vitality of city streets and encouraging the development of appropriate and sustainable building heights to ensure efficient use of resources, services and public transport infrastructure and that protects the heritage and natural assets of the city;

SC13

Green Infrastructure: To recognise and promote Green Infrastructure and landscape as a key mechanism to address climate change and as an integral part of the form and structure of the city, including streets and public spaces.

SMT8

To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council's Public Realm Strategy ('Your City – Your Space'), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area

SMT11

To protect, improve and expand on the pedestrian network, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions whilst ensuring accessibility for all, including people with mobility impairment and/or disabilities, older persons and people with children

SMT02

To improve the pedestrian network, and prioritise measures such as the removal of slip lanes, the introduction of tactile paving, ramps, raised tables and kerb dishing at appropriate locations, including pedestrian crossings, street junctions, taxi ranks, bus stops and rail platforms in order to optimise safe accessibility for all user

SMT12

To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities

SMT18

To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.

SMT012

To provide publicly accessible cycle parking spaces, both standard bicycle spaces and non-standard for adapted and cargo bikes, in the city centre and the urban villages, and near the

entrance to all publicly accessible buildings such as schools, hotels, libraries, theatres, churches etc. as required.

SMT25

On-Street Parking: To manage on-street car parking to serve the needs of the city alongside the needs of residents, visitors, businesses, kerbside activity and accessible parking requirements, and to facilitate the re-organisation and loss of spaces to serve sustainable development targets such as in relation to, sustainable transport provision, greening initiatives, sustainable urban drainage, access to new developments, or public realm improvements.

SMT26

Commuter, Shopping, Business and Leisure Parking: To discourage commuter parking and to ensure adequate but not excessive parking provision for short-term shopping, business and leisure uses.

SMT34

To ensure that streets and roads within the city are designed to balance the needs and protect the safety of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated.

G15

To integrate urban greening features including nature based solutions into the existing public realm where feasible and into the design of public realm projects for civic spaces and streets. The installation of living green walls will be encouraged to the fullest possible extent throughout the city of Dublin and tree pits with mixed planting will be preferred for the greening of streets in recognition of the co-benefits they offer for SuDs, biodiversity, amenity value and traffic calming.

CCUV37

Plan Active and Healthy Streets: to promote the development of a network of active, healthy, attractive, high quality, green, and safe streets and public spaces which are inviting, pedestrian friendly and easily navigable. The aspiration is to encourage walking as the preferred means of movement between buildings and activities in the city.

CCUV38

High Quality Streets and Spaces: to promote the development of high-quality streets and public spaces which are accessible and inclusive in accordance with the principles of universal design, and which deliver vibrant, attractive, accessible and safe places and meet the needs of the city's diverse communities regardless of age, ability, disability or gender.

CCUV43

Public Realm - Key Urban Villages/ Urban Villages: to provide environmental and public realm improvements in Key Urban Villages and urban villages around the city through the implementation of Local Environmental Improvement Plans / Village Improvement Plans and place making strategies in order to support the regeneration and revitalisation of the city's urban villages.

BHA2 Development of Protected Structures

That development will conserve and enhance Protected Structures and their curtilage and will:

- a) Ensure that any development proposals to Protected Structures, their curtilage and setting shall have regard to the 'Architectural Heritage Protection Guidelines for

Planning Authorities' 2011 published by the Department of Culture, Heritage and the Gaeltacht.

- b) Protect Structures included on the RPS from any works that would negatively impact their special character and appearance.
- c) Ensure that works are carried out under supervision of a suitably qualified person with expertise in architectural conservation.
- d) Ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout and materials.
- e) Ensure that the form and structural integrity of the Protected Structure is retained in any redevelopment and ensure that new development does not adversely impact the curtilage or the special character of the Protected Structure.
- f) Respect the historic fabric and the special interest of the interior, including its plan form, hierarchy of spaces, structure and architectural detail, fixtures and fittings and materials.
- g) Ensure that new and adapted uses are compatible with the architectural character and special interest(s) of the Protected Structure.
- h) Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features.
- i) Ensure historic landscapes, gardens and trees (in good condition) associated with Protected Structures are protected from inappropriate development.
- j) (Have regard to ecological considerations for example, protection of species such as bats.

BHA7 Architectural Conservation Areas

- a) To protect the special interest and character of all areas which have been designated as an Architectural Conservation Area (ACA). Development within or affecting an ACA must contribute positively to its character and distinctiveness, and take opportunities to protect and enhance the character and appearance of the area and its setting wherever possible. Development shall not harm buildings, spaces, original street patterns, archaeological sites, historic boundaries or features, which contribute positively to the ACA. Please refer to Appendix 6 for a full list of ACAs in Dublin City.
- b) Ensure that all development proposals within an ACA contribute positively to the character and distinctiveness of the area and have full regard to the guidance set out in the Character Appraisals and Framework for each ACA.
- c) Ensure that any new development or alteration of a building within an ACA or immediately adjoining an ACA is complementary and/or sympathetic to their context, sensitively designed and appropriate in terms of scale, height, mass, density, building lines and materials and that it protects and enhances the ACA. Contemporary design which is in harmony with the area will be encouraged.
- d)) Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture.
- e) Promote sensitive hard and soft landscaping works that contribute to the character and quality of the ACA.
- f) Promote best conservation practice and encourage the use of appropriately qualified professional advisors, tradesmen and craftsmen, with recognised conservation expertise, for works to buildings of historic significance within Architectural Conservation Areas.
- g) All trees which contribute to the character and appearance of an Architectural Conservation Area, in the public realm, will be safeguarded, except where the tree is a threat to public safety, prevents universal access or requires removal to protect other specimens from disease.

BHA18 Historic Ground Surfaces, Street Furniture and Public Realm

- (a) To protect, conserve and retain in situ historic elements of significance in the public realm including milestones, jostle stones, city ward stones, bollards, coal hole covers, gratings, boot scrapers, cast iron basement lights, street skylights and prisms, water troughs, street furniture, post boxes, lampposts, railings and historic ground surfaces including stone kerbs, pavement flags and setts and to promote conservation best practice and high standards for design, materials and workmanship in public realm improvements within areas of historic character, having regard to the national Advice Series on 'Paving: The Conservation of Historic Ground Surfaces' (2015).
- (b) To maintain schedules of stone setts, historic kerbing and historic pavers/flags, and associated features in the public realm, to be protected, conserved or reintroduced (Appendix 6 and to update and review these schedules during the period of this development plan.

BHA19 Historic Street Furniture and the RPS

To maintain a schedule of features in the public realm identified for protection in Appendix 6 whilst also having regard to recommendations for additions to the RPS made by the Minister for such structures under Section 53 of the Planning and Development Act, 2000 (as amended).

Extracts from the Thomas Street ACA

6.2.9 Public Domain Dublin City Council will endeavour to ensure that works to the public domain, such as works of environmental improvement, or of utilities improvements, are of the highest standards and do not detract from, nor add clutter to, the character of the area.

- (a) Retention of historic kerb-stones Surviving historic kerb stones shall be preserved and retained in situ.... The lifting of historic granite flags/kerbs is a highly skilled operation and should only be done where absolutely necessary.....The loss of historic character should be avoided by retaining historic features and by only introducing new materials which are compatible with these.
- (b) Public Lighting - Any new public lighting, whether reproduction or contemporary design, should be designed to complement and enhance the architectural character of the area.
- (c) Avoidance of Clutter in a streetscape is created by the use of too many different colours and textures in the street and paving surfaces. This should be avoided – the eye should be drawn to the buildings rather than to the ground underfoot d) Streetscape Coordinated street furnishing and landscaping schemes that make use of materials and design themes appropriate to the area should be promoted, along with a reduction in the proliferation of street signs and street furniture

Significance

The Thomas Street ACA notes that 'Meath Street is another manifestation of the Liberties aspirations to grandeur. The Earls of Meath started to develop the street at the end of the 17th century as a residential and mercantile street. It evolved into a thriving market/trading street with Meath Market established in 1784....

In the late 19th and early 20th century improvements within the study area included a unique concentration of planned industrial workers' housing schemes. The first of these schemes was a purpose built tenement housing scheme by the Industrial Tenements Company Ltd designed by architect Charles Geoghegan on Meath Street, in 1869. These purpose built tenements were for their employees, with shops on the ground floor. These were instigated in an attempt to rid the area of some of the worst slums in Dublin which had developed in the Liberties. The

two most notable developments, and the most accomplished in scale and pioneering in concept, are the Dublin Artisans Dwellings Company (DADC) housing schemes of the Coombe Scheme and John Dillon Street area the former begun in 1880 and the latter in the mid-1880s. Together they comprise some of the best artisans housing built in Ireland during the 19th century, and are unique in their ambitions of scale and quality of execution’.

EXTERNAL REFERRALS:

1. Transport Infrastructure Ireland:

No comment

2. Dept Housing, Local Govt & Heritage

Supports the upgrade works. The remnants of historic paving stones etc., still discernible, require further assessment, salvage and re-use where possible.

In such a comprehensive design proposal for a distinctive historic character area, it would seem reasonable to consider these revisions to achieve the appropriate detail. The treatment of the corners as illustrated in the proposed drawings is not a historically appropriate detail to the historic paving of Dublin and doesn’t reflect the craftsmanship and the historic use of the granite flags. The Department supports the use of native granite and the re-instatement of paved areas in a random and gauged pattern avoiding a metric tiled pattern.

Research undertaken to support the application has provided limited information about the streetscape paving in this area. The Department recommends that the historic character of the Liberties merits the reinstatement of appropriate historic paving patterns and features. Furthermore, the scale, position and the curving kerbstones that remain at these locations suggest that radiating corners – a distinctly Dublin paving feature – should be restored.

INTERDEPARTMENTAL REPORTS

Drainage Department: No objection subject to the developer complying with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.

The development shall incorporate Sustainable Drainage Systems in the management of surface water. Full details of these shall be agreed in writing with DPPDC Section prior to commencement of construction.

Environmental Health: Conditions recommended:

A Construction Management Plan should be included as part of this application and should clarify how the developer aims to mitigate and monitor the impact of noise, vibration and air emissions have on local amenity. The Construction Management Plan should reflect the Air Quality Monitoring and Noise Control Units Good Practice Guide for Construction and Demolition a copy of which I have attached.

The hours of operation during the demolition and construction phase shall be restricted to 7.00am to 6pm, Monday to Friday, and 8.00am to 2.00pm on Saturdays. Permission to work outside of these hours must be subject to the approval of Dublin City Council

Archaeology Department: Concurs with the suggested archaeological mitigation outlined in the submitted archaeological impact assessment. Recommends that a condition for Archaeological Monitoring be attached to the planning permission in order to preserve or protect by record archaeological material likely to be damaged or destroyed in the course of development.

Conservation: No objections subject to conditions.

Transportation Planning Dept: No objections subject to conditions.

OBSERVATIONS

A significant number of observations have been received for this Part 8 Application. A summary of the main points raised is set out in the table attached to Appendix A of this report.

CONSULTATION

Non-statutory consultations were held early in the preliminary design process to obtain views on the public realm improvements to Meath Street and its immediate environs.

Consultations with local residents and businesses were undertaken in October 2018 and early 2019. These events which highlighted the issues and aspirations of the community for Meath Street and which helped to shape the initial concept design, prepared in June 2019.

Further community meetings were held in April 2021 to present the preliminary design and gain feedback. A draft design was also placed on display on Meath Street at this time. A number of adjustments to the design were made following comments raised during these meetings.

As part of the design process extensive engagement was undertaken with technical departments and other stakeholders within Dublin City Council to ensure that the proposal is fully consistent with current plans and policies of the City Council as well as national guidance and standards.

CONSIDERATION

Rationale for the Proposed Development

The Dublin City Council, South Central Area Office stated that the vision for the scheme is to provide for the renewal of the public realm of Meath Street in The Liberties. The supporting statement which details the various elements of the proposed public realm improvement scheme, also includes several detailed historical and environmental appraisals which were carried out to inform the final proposals.

Historically, the evolution of Meath Street saw it thrive as a commercial hub for many decades up until the 20th century. However, Meath Street has seen retailing decline over the last 20

years, it is understood that this is due to a combination of several factors, including competition from larger scale retailers and general changes in shopping habits. This has resulted in the proliferation of empty commercial premises and underused buildings along the street, as well as a steady reduction in more traditional pavement trading and in clothes and grocery sales. Although a number of new uses have emerged such as small offices, unfortunately these activities have little street presence, however, the presence of cafes have the potential of reanimating the street scene.

A detailed evaluation of the existing physical public realm of Meath Street highlighted the dominance of car parking along the streets with a consequential diminished pedestrian space and a poor visual environment. The pedestrian realm at present is characterised by the following:

- Less than optimal pavement widths;
- Lack of seating and places to enjoy sitting;
- Lack of visual coherence in details;
- Poor quality surface materials;
- Lack of greenery;

Surveys were conducted to assess both the existing number of car parking spaces and parking needs. Total car parking on Meath Street at present equates to 41 spaces. Additional parking was observed at weekends but was not fully utilised. There is provision for 40 bike parking spaces at present.

Proposed Development

The intention is to enhance the pedestrian realm and the rebalancing of public space along the Meath Street in order to stimulate new commercial uses and activities. The proposed environmental and physical enhancements include the following works:

- Widening footpaths providing more generous pedestrian space;
- Provision of more space for a range of street uses including markets and outdoor seating;
- Traffic calming and easier cycling;
- Universal design for ease of movement for all;
- Introduction of street trees and landscaping;
- Revisions to parking and loading arrangements; and
- New public lighting for a brighter street.

Works will involve the excavation of existing footpath areas by c. 300mm in depth, excavation in the carriageway of c. 100mm depth and excavation of trenches c.600mm wide for public lighting ducts in footpaths to depths of c.750mm. Approx. 16no. trees will be planted, and selected street furniture including benches, bicycle stands, bollards, bins and lighting will be installed.

It is intended that the road will become single lane one way with the traffic route moving northwards. Defined zones will be designated for set down parking, loading bays, market stalls, trees and seating. New raised pedestrian crossing points will be installed to reduce speed and to provide continuity along length of street. Revisions to the car parking will see a reduction in the total number of space to 25, however the number of accessible spaces will be retained at 3no. with the number of loading bays being reduced by 1 no.

Assessment

Compliance with Planning Policies and Objectives

The Design Manual for Urban Roads and Streets 2013 aims to encourage more sustainable travel patterns and safer streets, designers must place pedestrians at the top of the user hierarchy, enhance pedestrian realm and provide easy crossing points at key junctions of the emerging route network.

The Dublin City Development Plan contains a number of policies of relevance. In accordance with the National Transport Authority strategy, a hierarchy of transport users is supported, with pedestrians, cyclists and public transport users at the top of this hierarchy, having their needs considered first in the planning of transport provision.

Section 8.5.7: Car Parking (ch8) of the City development Plan, recognises the need to further control and manage on-street parking across the city to safeguard and enhance city living for people. In these terms, Policy SMT25 seeks to manage on-street car parking to serve the needs of the city alongside the needs of residents, visitors, businesses, kerbside activity and accessible parking requirements. Similarly, Policy SMT26: 'Commuter, Shopping, Business and Leisure Parking' seeks to discourage commuter parking and to ensure adequate but not excessive parking provision for short-term shopping, business and leisure uses.

Having regard to the above, it is considered that the proposal accords the City Development Plan as it would reduce the amount of on- street parking along Meath Street and discourage all-day parking so that drop-off and pop-in shopping parking are facilitated. In comparison to the existing arrangements along Meath Street, it is considered that the proposal represents a better balance in terms of parking provision and the needs of other street users and prioritise street space for pedestrians. The submitted Supporting Statement details how the scheme aligns with DMURS, where possible, and notes supporting reports completed such as vehicular tracking and Road Safety Audit.

Policy SMT8 of the City Development Plan supports public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council's Public Realm Strategy ('Your City – Your Space'). Meath Street also forms part of SDRA 15 – Liberties and Newmarket Square, and it is noted that Public Realm improvements is a key objective for Meath Street. Many of the SDRA's guiding design principles have been incorporated into proposed public realm improvements. The proposal therefore delivers an appropriate design response as follows:

- Improves access and Permeability through the provision of a quality, accessible public realm and improving walking and cycling infrastructure.
- The layout has been designed to accord with the principles of DMURS.
- Urban Greening and Biodiversity: through the integration of greening and biodiversity measures via the introduction of micro greening measures including tree planting.
- Removing the dominance of car parking and the resultant poor visual environment, particularly at the northern end of Meath Street which would aid in enticing pedestrians from the adjoining Thomas Street.

The widened pavements would create opportunities for future event markets. Discrete electrical service points are proposed to serve potential clusters of temporary stalls that would retain and enhance the distinctive commercial character of Meath Street which has historically, evolved as a commercial hub, with the Liberty Market being a focus of activity both within the buildings and spilling out onto the street as it does at present.

Overall it is considered that the proposed public realm improvement scheme accords with the policies of the Dublin City Development Plan 2022-2028 through the provision of a safe and comfortable street environment which protects and enhances the individual character of Meath Street.

Consideration of Proposed Works

The proposal to alter the traffic route on Meath Street into a single lane, one-way northwards, the provision of defined zones for set down parking, loading bays, market stalls, trees & seating with raised pedestrian crossing points to reduce speed would assist in reducing the dominance of traffic and improve the environmental quality of the Meath Street. This accords with the SDRA Movement & Transport principles which aim to improve main thoroughfares throughout the Liberties area and increase accessibility via a network of walking and cycling.

The recommendations contained within the submitted Archaeological Impact Assessments state that original street materials such as granite kerbs, slabs or cobbles should be retained for reuse on the Street or elsewhere in the area. The reuse of surviving historical material is also a positive step in line with best conservation practice, as this reduces the amount of new material required and old material going to landfill and will likely add to the architectural, technical, historical and artistic significance of the area.

In terms of materials palette, the proposal seeks to provide a unifying palette based on the varying contexts of Meath Street and therefore integration into surrounding areas. The pavement material palette is seen as an extension of the completed Francis Street improvement scheme: namely granite kerbs and concrete pavers. This facilitates a connection along linking streets such as Carmen's Hall and allows for reuse of existing granite kerbs on Meath Street.

A total of 30 bicycle hoops will be located on the carriageway in clusters of 5-8 units. These will be sited on the eastern side of Meath Street on the opposite side of the junctions with Hanbury Lane, Earl Street South and Gray Street. This will facilitate cycle parking for a total of 60 bicycles, with cycle parking located off the footpath to ensure safety for vulnerable pedestrians.

On balance the inclusion of bicycle hoops is welcomed and is likely to promote active travel to the area in line with sustainability and environmental goals. This element of the proposal also accords with Policy SMTO12 which seeks to provide publicly accessible cycle parking spaces.

The proposal for a formal alignment of tree planting opposite the St Catherine's Church would help define the importance of this building in the streetscape and local greening of the wider street in front of the Steiner School would also implement design principles in relation to biodiversity enhancement and also contribute towards the Liberties Greening Strategy. The proposed urban planting is welcomed and is likely to have a positive aesthetic impact on the streets and soften the visual impact of both existing and proposed hard standing landscaping throughout the area.

The wider area is constrained by a dense network of sub-surface service runs along Meath Street which has limited the placement of trees. The sponsor Department has worked alongside DCC Parks, Biodiversity & Landscape Services, to define a suitable rhythm of tree planting.

The provision of column mounted lighting, Street furniture such as seats and benches will be provided at regular points along the street; these have an overall contemporary appearance and will be colour and style coordinated. These elements would assist in making the area more accessible to vulnerable users including the elderly.

CONCLUSION

Dublin City Council's plan for public realm improvements on Meath Street is part of a wider policy context for street improvements in the city. The proposal has been developed in

accordance with detailed consultation with the Council's internal Departments, the general public, and the policies in the relevant statutory plans and guidance documents.

The proposed scheme will result in substantial improvements to the existing public realm and will enhance the pedestrian users' experiences of Meath Street and the surrounding junctions.

The proposed development is considered to be in accordance with the proper planning and development of the area and is in accordance with the relevant planning policies and objectives and national guidelines.

REQUIREMENT FOR APPROPRIATE ASSESSMENT

Under Article 6 (3) of the EU Habitats Directive and Regulation 30 of SI NO.94/1997 European Communities (Natural Habitats) Regulations (1997) any plan or project which has the potential to significantly impact on the integrity of a Natura 2000 site must be subject to an Appropriate Assessment. This requirement is also detailed under Section 177 (U) of the Planning and Development Act 2000 (as amended).

A Natura 2000 Impact Screening Report concluded that there would be no significant negative effects on any Natura 2000 site as a result of the proposed development. As a result, a Stage 2 Appropriate Assessment would therefore not be required.

ENVIRONMENTAL IMPACT ASSESSMENT

The Applicant undertook an EIA Screening Exercise. It was concluded that the nature of the proposed development is not considered to have likely significant effects on the environment (direct or indirect). The scale of the proposed development, when viewed individually and cumulatively, is small in the context of both the EIA threshold criteria and types of projects listed in the regulations which require EIA. It is considered therefore, given the nature and scale of the development that an EIA is not required in this instance.

Recommendation

The Planning Authority considers the proposed development to be consistent with the provisions of the Dublin City Development Plan 2022 -2028 and in accordance with the proper planning and sustainable development of the area. It is recommended that the Elected Members approve the proposed development and the proposing Department should have regard to the following recommendations:

1. Transportation Planning Division:

All materials in the public 'taken in charge' areas shall be agreed with Roads Maintenance Services

2. Drainage Planning Division:

- a)** Compliance with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.
- b)** The development shall incorporate Sustainable Drainage Systems in the management of surface water. Full details of these shall be agreed in writing with DPPDC Section prior to commencement of construction.

3. The Conservation Department:

- a) A Grade 1 Conservation Architect shall be employed to design, manage, monitor and implement the works and to ensure adequate protection of the retained and historic fabric during the works. In this regard, all permitted works shall be designed to cause minimum interference to the retained fabric and the curtilage of the Protected Structures in the vicinity of the works.
- b) The proposed development shall be carried out in accordance with the following:
 - I. All works in the vicinity of the Protected Structures and the Thomas Street Architectural Conservation Area (ACA) shall be carried out in accordance with best conservation practice and the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and Advice Series issued by the Department of Housing, Local Government and Heritage.
 - II. All existing original features, in the vicinity of the works shall be protected during the course of the refurbishment works.
 - III. All repair of original fabric shall be scheduled and carried out by appropriately experienced conservators of historic fabric.
 - IV. The architectural detailing and materials in the new work shall be executed to the highest standards so as to complement the setting of the protected structures and the historic area within the Thomas Street ACA.
- c) All extant historic fabric (noted in the Conservation Appraisal p.7) shall be protected and retained in its original location and clearly indicated and annotated on the proposed layouts as being retained. Furthermore, if any previously unknown historic fabric comes to light in the proposed works, this shall be recorded and brought to the attention of the Conservation Consultant and Planning Authority and retained in its original location and / or re-presented at pavement level if possible, in accordance with details to be submitted to the Conservation Section and City Architects Section of the Planning Authority.
- d) Good quality cast iron grilles and covers shall be retained where existing.

Reason: In order to protect the original fabric, character and integrity of the Protected Structures on Meath Street and the Thomas Street Architectural Conservation Area and to ensure that the proposed works are carried out in accordance with best conservation practice.

4. Environmental Health:

- a) A Construction Management Plan should be included as part of this application and should clarify how the developer aims to mitigate and monitor the impact of noise, vibration and air emissions have on local amenity. The Construction Management Plan should reflect the Air Quality Monitoring and Noise Control Units Good Practice Guide for Construction and Demolition a copy of which I have attached.
- b) The hours of operation during the demolition and construction phase shall be restricted to 7.00am to 6pm, Monday to Friday, and 8.00am to 2.00pm on Saturdays. Permission to work outside of these hours must be subject to the approval of Dublin City Council

5. City Archaeologist:

- a) The developer shall retain a suitably qualified licensed-archaeologist to advise regarding the archaeological implications of site clearance, demolition and/or construction methodology and to make appropriate recommendations for mitigation including detailed survey as necessary. The archaeologist shall provide an Archaeological Impact Assessment of the proposed development (including temporary and enabling works) to the Planning Authority prior to monitoring.
- b) The developer shall allow for the resolution of archaeology (both on site and necessary post excavation) in the project budget and timetable.
- c) The developer's archaeologist shall undertake licensed archaeological monitoring of all demolition and sub-surface works associated with the development including the breaking and removal of any floor slabs, levelling of ground etc.
- d) The archaeologist shall consult with and forward their Method Statement in advance of commencement to the Planning Authority.
- e) In the event of in situ archaeological features being located in the course of the monitoring, the developer shall facilitate the archaeologist in fully recording such features, including all post-1700 AD in situ features and layers. Full archaeological excavation of such features may be a requirement. At a minimum recording of all archaeological features shall include a written, photographic and drawn survey record.
- f) In the event of in situ archaeological features being discovered, the archaeologist retained by the developer shall immediately contact the Planning Authority. The Planning Authority (in consultation with the City Archaeologist and the National Monuments Service, Department of Housing, Local Government and Heritage) shall determine the further archaeological resolution of the site.
- g) Two copies of a written report and a digital report containing the results of the archaeological monitoring shall be forwarded on completion to the Planning Authority and National Monuments Service, Department of Housing, Local Government and Heritage.
- h) Following submission of the final report to the Planning Authority, where archaeological material is shown to be present, the archaeological paper archive shall be compiled in accordance with the procedures detailed in the Dublin City Archaeological Archive Guidelines (2008 Dublin City Council) and lodged with the Dublin City Library and Archive, 138-44 Pearse Street, Dublin 2.

The South Central Area Committee were informed of the initiation of the Part 8 planning process for the proposed development and the recommendation of the Planning Department at its meetings on the 19th April 2023 and 15th November 2023 respectively.

The project is listed in the City Council's Capital Programme with a current budget allocation of €4,529,050. The project has 75% support funding from the Urban Regeneration & Development Fund (Tranche II, South City Concept Area), with the balance of funding provided by the City Council through an allocation of development levies.

Subject to the approval of this Part 8 by the Elected Members, it is expected to proceed to detailed design stage in early 2024 and to completed detailed design and tender for construction by year end 2024. Construction is envisaged in 2025, lasting approximately 12-18 months.

Accordingly, it is recommended that a decision be made by Elected Members of the Council to proceed with the proposed development.

This report is submitted to the City Council pursuant to Section 179 of the Planning and Development Act, 2000 (as amended).

Resolution:

That Dublin City Council notes the contents of Report No. 258/2023 and hereby approves the contents therein.

Richard Shakespeare

Chief Executive

17th November 2023

Appendix A

Submissions received in respect of the Part 8 Proposal

Support	Objections
<ul style="list-style-type: none"> • The plan has some positive aspects • Support for wider footpaths, planting, benches. • Support for disabled parking and loading bays. • The reduction of traffic and car parking will benefit urban realm. • Less and car and more bikes. • Support the repaving/ resurfacing of the road and current footpaths. • The changes to Francis Street have enhanced the street. Same hoped for Meath street. • The works will make the street more liveable. • Improvements to landscaping are positive. • The street is dying without this development. • Real opportunity to have an outdoor café culture if cost effective for businesses. • The development has the potential to create another Capel Street style public space. • Fantastic and overdue upgrade to Meath Street. • Disabled parking justified. • Usable outdoor space for the businesses on Meath Street would be amazing. • Wider footpaths for the market traders, and less parking and lower speed limits to improve the pedestrian experience. • The scheme needs to include as many sustainable drainage measures as possible, to improve green space and to reduce the likelihood of flooding. • Be great to see some solutions offered in the plans such as storage for 'bagbins' which have been trialled in other parts of the city. • Bike storage facilities for residents to use. • Great thing to have the street revamped, it's overdue a face lift. The greening of the area • Wider footpaths especially for wheelchair and mobility scooter access but not over widened at the expense of a cycle lane suggested below. • The proposed improvements are very desirable and urgently needed for this lively historic Street. • The improvements should go ahead as soon as possible and if there is to be a 	<ul style="list-style-type: none"> • Not enough consultation took place. • DCC must talk to stakeholders • Need to retain existing number of car parking spaces for community, customers, employees and local business. • Parking on Thomas Street not an option for customers. • No bus service running along the street. • Occurrence of Health and safety and antisocial issues due road/path design specifications. • 'The Little Flower' feeds the homeless and requires parking for vans. • Narrow road and wide paths threatens safety. • Need for pedestrian crossing points and raised table crossing points for traffic safety. • Limited access proposed for fire tender/services. • More of a focus required in choice of road surfacing. • Insufficient disabled parking. Priority should be given to disabled people who cannot use public transport. • Consider time restrictions on carparking, • Restrict quantity of the footpath street traders can occupy. • Urban realm proposals (benches) may contribute to antisocial behaviour. • Negative Impact on viability of local business and employment during construction and operation. • Restricted access for businesses during construction. • Must ensure that market stalls/traders can operate. • Local businesses currently struggling with rising costs and rates payment. • Concerns relating to commercial rates and cost of having outdoor furniture and seating space. • Consideration for reduction of rates for businesses during construction works. • Dedicated cycling infrastructure should be installed. Sharing road with vehicles unsafe. • Proposed street lighting should be more characteristic of the early 20th century. • The scheme does not acknowledge local heritage and tradition.

delay of a number of years, immediate interim improvements should be carried out such as widening footpaths where they are particularly narrow, providing planters etc.

- Maximum 1 traffic lane
- Meath Street is closed every year for children's party, more such events on the Street should be provided.
- Improve historic link between Meath Street and Newmarket.
- Provide wayfinding sign at Newmarket directing people to Meath Street
- Landscape the small corner space owned by DCC at corner of St Luke's Avenue and Brabazon Street
- Celebrate the great history of the Street such as Earl of Meath laying out the Street to link Thomas Street and Newmarket, the huge role of the Quakers, the Wide Street Commissioners etc. with a booklet and plaques on buildings"
- The work done on Francis Street is excellent and this should be replicated on Meath Street.
- Face lift good for the area.
- The new Plans are of benefit to Meath Street
- The street improvements are welcome.
- The street improvements are welcome. Stephen Coines is applauded on his patience and communication skills.
- Welcome that Dublin City Council & The Liberties Business Area Improvement Initiative have decided to allocate some budget into Meath Street.
- The public realm has not kept pace with the changes and needs to make a more positive contribution to the whole experience of the street.
- The proposed wider footpaths, planting and reduced motor traffic would benefit both business and the public.
- Really keen to see this project advance.
- The proposed improvements are very desirable and urgently needed for this lively historic Street.

- Provision for kerbside management of waste.
- Proper project management to ensure that the construction phase runs on time.
- Must ensure adequate number of bins and benches.
- Maximise opportunity for greenspaces, pots and trees.
- Consider financial investment in Meath Street prior to implementation of scheme.
- Wayfinding should direct footfall to Meath street from Guinness storehouse.
- Loss of sense of place e.g Guinness tourism.
- DCC Works on Francis street impacted business negatively. Careful planning required for Meath Street.
- DCC must discourage shuttering due to occurrence of 'shuttering graffiti'.
- DCC must encourage owners of premises to clean outside premises on Meath Street. No rubbish bags on street.
- Require link between bottom of Meath Street and Newmarket Square.
- Consider Dublin Bikes on Meath Street.
- Need for bike racks on Meath Street
- Require access to loading bays for vans and delivery/ collection all day.
- Limit loading bays to be only parked in when making a delivery.
- Pedestrianize street and allow for cycle parking and access for bikes.
- Pedestrianize or alternatively only allow local access at coombe street end.
- Priority should be given to pedestrians at junctions. i.e. Dutch approach.
- Prevent small local shops being replaced by niche eateries.
- Lack of toilet facilities.
- Regeneration of Meath Street does not align with DCC & National initiatives e.g. SPC.
- Money from scheme better spent on a community centre for local children.
- The budget would be better spent targeting addiction issues.
- Consider placing planter boxes on drain water down pipes.
- DCC should consider providing water fountains (similar to Bray beach).
- Need for green recycling bins along street.
- Leave Meath street as is.

- The radii of corners should be reduced further to slow the speed of cars turning and apportion more space to footpaths.
- One way systems and pinch points unnecessary.
- Strong Garda presence required.
- Hideous modernisation of street scene.
- DCC should pay for better signage above shops, hanging flower baskets.
- The proposed plans are scant in incorporating the commercial history.
- The plan makes no mention of an economic policy to inform the public realm scheme and to advance trade.
- No mention in plan of the extraordinary character of the street and the working class.
- Parking for the funeral home is essential.
- Proposals should be sent to age friendly Ireland.
- One of the vacant units should be a "pop up" well being hub.
- Space at Steiner school ideal for a pop up forest.
- The works should be extended to include Coombe Portico and the area adjacent.
- Water feature to symbolise "breaking of water" and the hard ground be landscaped as an oasis.
- Portrait of Anne Devlin should be reinstated.
- The street should encompass a celebratory atmosphere acknowledging strong community and resilience through hardship/neglect/depravation.
- More colourful street lighting.
- Heritage street signs should be provided
- Provide a compact shuttle service at peak times.
- All on street parking should be removed from area. Access for deliveries only.
- Local access and deliveries can enter Meath Street exit through carmens hall or Grey Street.
- More green space. The corridor through cork street should be tidied up for bike access.
- More public toilets needed.
- Secure place for drug users to inject privately.
- Set down area required for school drop offs.
- Community swimming pool needed.
- Suitable market stalls for traders to flourish.

- EV charging points should be installed on the street.
- The Road Design is not in line with DMURS.
- Side street access should not have crossings e.g. Carmens hall, Grey Street and Meath Street. Continuation of footpath (same level & surface) required.
- Excessive parking reduces space for wheelchairs and pedestrians.
- Parking at Carmen's hall creates a pinchpoint.
- More tree planting required.
- An equal level treatment (road and path) should be used to slow traffic and prevent full pedestrianisation.
- Concerns over access for visually impaired.
- The junction of Thomas street should have a continuous raised footpath across Meath street opening.
- The split turning lane not compliant with DMURS.
- The width of Meath Street as it connects to Thomas Street is unnecessarily wide.
- The single Meath street car lane design splits in two on approach to Thomas Street connection is a bad design which breaches DCC policy.
- Require space for horse carriages
- Require Zebra crossings
- Zero tolerance should be allowed for illegal parking, dog fouling and littering.
- Plan needed for night time use of roads and paths.
- Should implement a two way cycle lane bottom part of Meath street.
- More consistent tree planting along the length of the street.
- The exit on Thomas street should be one lane wide not two.
- Footpaths should be continuous at all side road crossings.
- The side streets should be narrowed to a maximum of 3m as they join Meath Street.
- For each of the side streets the approaching footpaths should be widened as near as possible to 2m.
- Side streets should have the turn radius on the southern corner reduced to a maximum of 1m as they are one way onto Meath Street: Hanbury Lane, Earl Street South, Engine Alley, Meath Place.
- The following side street should have the turn radius on the northern corner reduced to a maximum of 1m as they

are one way from Meath Street: Grey Street. The footpath at the junction with Thomas Street should be continuous. Requiring vehicles to ramp over it emphasising the right of way for pedestrians. The junction with the Coombe should be tightened up to reflect allowed turning movements e.g. northeast corner should have a turn radius below 1m. The footpath should be continuous across entry to Meath Street and Brabazon Street.

- Considerations should be given to making Brabazon Street one-way away from the junction with the Coombe. This would allow more space to be provided on the southwest corner by reducing the turn radius to 1m maximum.
- Removing the parking will be detrimental to the running of the Little Flower.
- The consultation that took place, was with a little over a hundred people i.e., less than 1% of the population of The Liberties and very few business owners on the street.
- Street Finite may attract anti-social behaviour.
- Business owners need mitigation while works are ongoing as customers will not be able to access premises.
- The Liberties is a village in the city and not a tourist attraction. It is an area where people live, work, and rear their families.
- doing nothing to facilitate customers coming into Meath Street, at the moment it cost €3 an hour for parking, which is very limited, give drivers free parking on Thursday, Friday and Saturdays.
- Dublin Steiner School at top of Meath Street could have a designated set down area for parents at school drop off and pick up in the morning outside the school.
- The proposed plans are very scant when it comes to incorporating this commercial history.
- No mention of an Economic Policy to inform the public realm scheme and to advance trade.
- The space at the Coombe end is extensive enough to provide another "Pocket Forest" as a restful area.
- The Street should encompass a celebratory atmosphere- acknowledging this strong community that has proved

resilient through many times of neglect, hardship and devastating deprivation.

- Promote Meath St as a Place of Recovery.
- There should be zebra crossings instead of uncontrolled/courtesy crossings.
- encourage DCC to do a trial pedestrianisation with some bollards on weekends in the same vein as Parliament Street.
- Should have a left turn and right turn lane from Hanbury lane to the Meath street Thomas street junction.
- Impact of traffic as a result of these changes. cars with
- engines idling on the north end of Meath street as a result of the proposed changes may have an impact on car pollution levels that will adversely impact on residents and businesses.
- The reduction of parking spaces may impact on the viability of Meath street as a shopping street.
- Open The Iveagh Markets.
- Continuous footpaths.
- The top of the street, where it meets Thomas Street, should only have one lane for the exiting traffic.
- The loading bay should use the same or similar surface as the footpath, rather than the tarmac of the roadway.
- Parking - outside Catherine's church at present there is only room for the hearse to pull up for funerals. There is no parking in the church available for mourners etc.
- Need the footpath outside of 27 and 26 Meath street to be wider but to remove the bench as owner intends to apply for tables and chairs to be put there.
- 75B Meath St operating a funeral home, need access 24 hours a day, 7 days a week – parking needs not facilitated.
- Standardise the market stalls make it a destination for locals & tourists.
- A self-cleaning public toilet is required.
- A community swimming pool would complement Catherine's sports centre.
- Close Swan Alley as it's used for drugs consumption.
- Less parking means less customers.
- Do not agree with permanent seating other than businesses being allowed to put tables/chairs outside their premises that could then be taken in in the evening.

- Meath St's character changes by the hour, what you have in the morning is not the same energy you have at night.
- The trees should not create any kind of risk by falling wet leaves.
- Consultation designs should come before they're printed & created in collaboration.
- only 100 people were 'consulted' out of 23000, There are lots of streets with cars driving through in the Liberties - to choose Meath St seems unusual.
- Francis St - in heavy traffic cyclists are forced up on to the new paths.
- Please leave space for a cycle lane. Frances street is a disaster for cyclists, squashed to the side and stuck in traffic between cars, forced up on the path to overtake the crazy traffic jams at peak hours.
- Suggest the provision of:
 - A contra cycle lane on Meath St
 - The provision of a pedestrian crossings both ends and middle [Maybe revisit a similar improvement for Francis St]
 - Provision of a public sports centre/gym
 - A teenager activity club on Meath St.
 - A community center
 - A green park space
 - A Post Office and ATM on the street.
- I suggest the purchase/CPO of Molyneux Yard and surrounding lands to provide a designated car parking space for shoppers and workers, etc in Meath St.
- The proposed improvement scheme would prove detrimental to the growth and survival of this historic trading street.
- While the street survives hugely on the local community the customers who travel must be allowed to continue to do so.
- this plan cannot go ahead , Meath street is not Francis street , it is a very different and utterly unique trading street, it must be allowed grow and flourish, and for future generations to experience the ""heart and soul"" of the Liberties.
- This is 'Big Money talking' & there has been utter disregard for the interest of the local people & local independent business.

- The proposed plans are to allow for up to 30 bikes to be parked. This is an utter waste of space.
- It is unrealistic to expect any potential shopper to park potentially 20-30mins away to come & shop on this street.
- The permanent street furniture will be most unwelcome. This will be a beacon for antisocial behaviour.
- The budget for this would really be better spent building a community centre for the children, addressing the addiction issues & the antisocial behaviour.
- If Meath Street is to become a destination then it doesn't need any more phone shops, vape shops or bookies.
- Consultation information not circulated sufficiently.
- Footpath on corner to high. Van must mount footpath to get around tyres.
- Good shopfront design required.
- Measures are required to prevent littering, drug dealing, illegal parking.
- Problem on Meath Street with horse manure. Measure implemented in Killarney should be implemented to prevent this problem.
- Bad effect on the elderly whom depend on businesses.
- Tourists would prefer to see the street as it is now rather than another generic city centre street without any character of life.
- Lack of Loading bays for the Liberty Market
- Not enough public parking spaces compared to Francis street.
- Meath Street is also a residential area. Parking is needed.
- The number of cycle parking spaces not justified.
- Street trees need to be maintained.
- Casual trading should not be considered in the plan.
- The placement of a tree in front of shine fashions (19 Meath Street) will block view of shop and impact negatively on business.
- The market street tradition of Meath street should be protected.
- There is not enough footfall that warrants the widening of the paths.
- The supporting statement from Halsam & Co Architects "Meath Street is in a process of flux: in the last 20 years retailing has declined, both suffering from larger scale competition and

general changes in shopping habits” is incorrect.

- Meath Street offers unique shopping experience that larger chains cannot. Money also leave the economy.
- It should be acknowledged in the plan that people enjoy the physical experience of visiting the stores (post covid) such as on Meath Street.
- Removal of loading bays will be a problem for businesses.
- The plan is a calculated attempt to deprive family run Irish businesses on Meath Street of their customers.
- The proposed plans are not fit for purpose.
- Must restart the consultation process
- Dublin City Council (& assoc parties) must visit Meath Street and engage with stakeholders.
- Independent mediator (not on government payroll) should be assigned to convey concerns of businesses / residents e.g. local business owner.
- Changes implemented due to government policies cannot be at the expense of businesses.
- No need to widen footpaths. Modernisation of existing footpaths and the resurfacing of the existing road should be considered rather than reconstruction.
- Do not want traders outside of business. Traders should be afforded priority to trade outside of their own business premises.
- What traders sell should not conflict with shopkeepers.
- Multi use parking spaces should be considered on Meath Street.
- Dublin City Council should publish consultations to show responses from businesses. This will allow the public to compare the number of responses with the existing number of businesses.
- Dublin City Council should show how many businesses and residents were informed of the virtual 'community meetings' during lockdown and how many attendees were there.
- Retail patterns from covid have manifested within the plan which are no longer relevant.
- Meath street attracts business through people 'looking around' first. Construction phase threatens this.
- Is the scheme for the benefit of shoppers from elsewhere.

- Loss of parking will kill the viability of the existing shops. Without the shops Meath Street will become a “no go area” i.e. vandalism, drugs, anti-social behaviour.
- The loss of rate payers would be noticed.
- Appeal for tourists will go if shops close down.
- A business premises should be given priority to trade outside their own premises.
- Current parking arrangement works fine. The removal of customer parking should be scrapped.
- Haslam & Co Architects, have incorrectly labelled Lucky's pub on the plans. Credibility of Architects in question.
- Bike stand proposed in front of business premises (79 Meath Street). This may become a crime magnet. No justification for extra bike stands based on existing uptake.
- There are concerns that the problems of Francis street will occur on Meath Street i.e. bikes and skates all day, no clamber 3 times a day.
- The immediacy of the project was shelved post consultation phase. The plan needs to be reassessed in lieu of the housing crisis and the changing landscape of the city. C
- Consultation phase was a box ticking exercise. DCC were patronising and dismissive to the locals regarding their concerns.
- DCC must acknowledge the detrimental effects of gentrification of the area. Locals pushed out, no social housing.
- Meath street is a community with a village feel that must be maintained. The plan threatens the policy set out In section 13.17 - SDRA 15 of the DCC Development Plan.
- The style of shops and restaurants and businesses must be carefully considered to make sure they are appropriate.
- Meath street has a generic identity. If imposing style, the identity must be understood.
- Does DCC have any initiatives that might connect Meath Street to their customers that excludes cars.
- Many people on the street felt that the reason their views weren't considered is because DCC would prefer if this street was populated by restaurants and bars.

- This only serves the tourists and the new transient populations who can afford the luxury student accommodation and extortionate build to rents.
- Meath street changed from a busy street selling food and clothing to cafes/restaurants for a varied clientele. Many locals regret this.
- Need a focus on preservation of historic buildings.
- Need to support street festivals with performers and artists.
- Need to enhance streetscapes with trees, planters, and public art to create an inviting atmosphere
- Support predestination and traffic calming
- Encourage mixed-use development
- Organise regular markets and facilitate the infrastructure for markets and visitors.
- Invest in free high-speed internet connectivity to support businesses and residents.
- Faciliate heritage walks and wayfinding.
- Improve public transport and consider bike sharing stations.
- Promote sustainable practices, such as recycling and waste reduction, among businesses and residents.
- Facilitate businesses to apply for tenders.
- Scheme should be tied into Francis Street Public Realm project to improve continuity within the liberties.
- Consider planting a tree at the Northern end of Meath Street (outside the old bakers pub).
- Consider pedestrian priority at all junctions.
- Steel pole outside 9 Meath Street creates an obstruction and must be removed.
- The extensive use of steel poles throughout the area contributes to visual clutter and impedes pedestrian flow.
- Avoid two-tone paving. It detracts from the aesthetic appeal of the street.
- Request DCC to stop using tarmac blobs to repair holes.
- Need to improve shopfronts along Meath Street.
- Retention of the old-style waste bins currently in place.
- Use cities like Malaga as an example of a functional public place.
- The Little Flower Penny Dinners (charity) are alarmed to see the removal

	<p>of loading bays located in front of their building.</p> <ul style="list-style-type: none">• The bays used by “The Little Flower” are critical to their service delivery.• The Little Flower Penny Dinners need to load their vans with an essential prepared meal with a short time frame for delivery to elderly, vulnerable and infirm people in the area.• There are strict timelines legislated for the packaging and delivery of hot meals that “The Little Flower” must comply with.• Concerns that parking will overspill into the side streets around Meath Street because of the removal of parking on Meath Street.• Horse manure on street from tourist travel carriages travelling from Guinneses a real problem.• Must retain the working class nature of Meath Street.
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Appendix B Consultees and Third Party Submissions/Observations

Consultees

Irish Water, Colvill House, 24 - 26, Talbot Street, Dublin 1

Minister for Arts, Heritage & Gaeltacht, ACA Referral, Department of Arts, Heritage and the Gaeltacht, Newtown Road, Wexford.

An Taisce, Tailors Hall, Back Lane, Dublin 8.

The Heritage Council, Áras na hOidhreachta, Church Lane, Kilkenny City, Co. Kilkenny

An Chomhairle Ealaíon, 70, Merrion Square, Dublin 2

Fáilte Ireland, Manager of Environment & Planning, 88-95, Amiens Street, Dublin 1

National Transport Authority (NTA), Head of Planning and Data Analysis, Harcourt Lane, Dublin, D02 WT20

Transport Infrastructure Ireland (TII), Lane Use Planning, Parkgate Business Centre, Parkgate Street, Dublin 8, D08YFF1

Department of Housing, Local Government and Heritage, Government Offices, Newtown Road, Wexford, Co. Wexford, Y35 AP90

Third Party Submissions

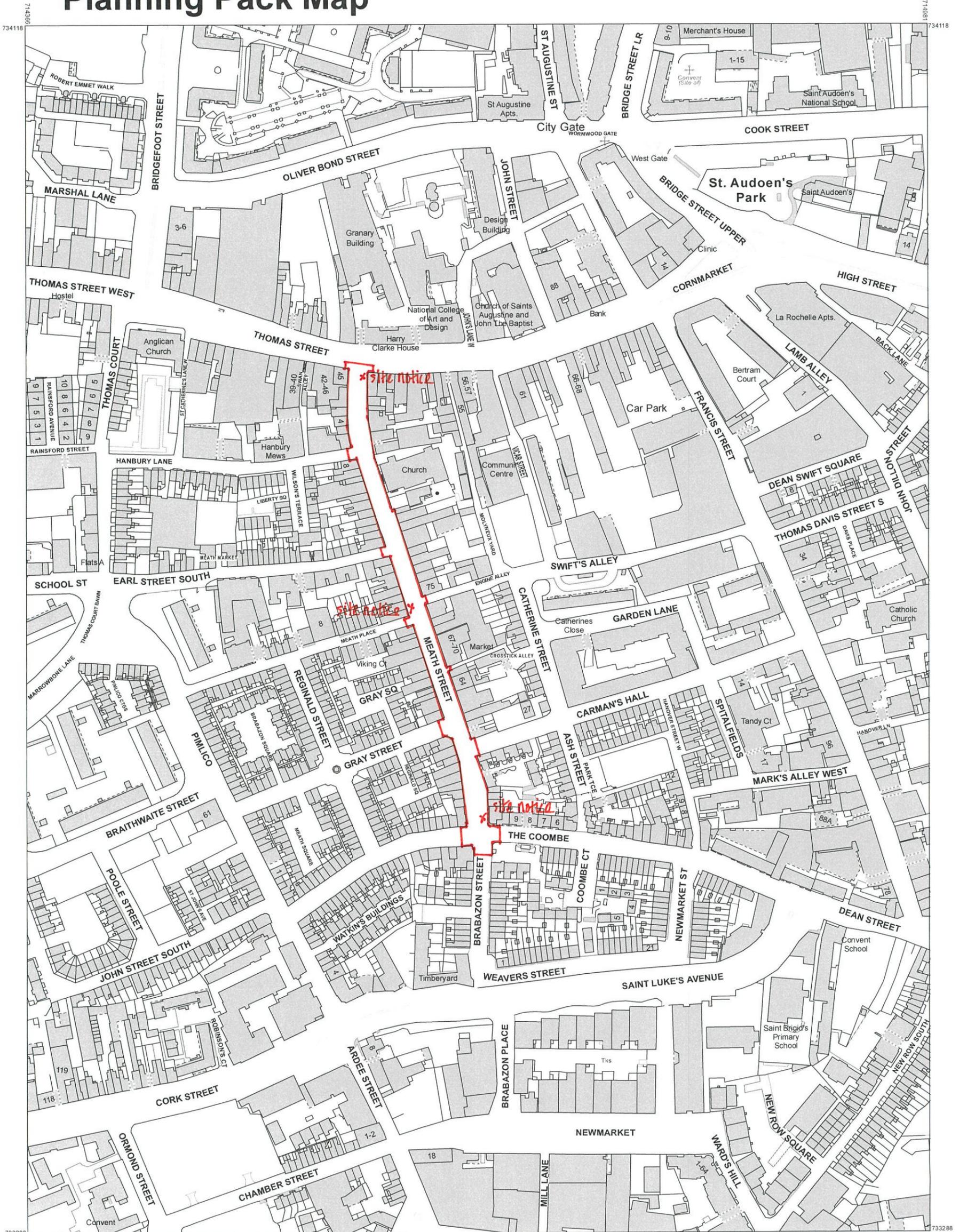
1	Fran Massey	21	Vincent Harris
2	Claire Byrne	22	Ivana Babic
3	Filipo Fusco	23	Ray Cunningham
4	Conor Humphries	24	Rebecca O'Connor
5	Conor Brennan	25	Jason Browne
6	David Burke	26	Myles Dunne
7	Conor Gavin	27	James Corboy
8	Sarah Whelan	28	Rory Hulmes
9	James Boyle	29	Ger O'Halloran
10	Eric O'Reilly	30	Lorcan Garrett
11	Andrew Ó Cionnaith	31	Macdara Ferris
12	Rory Collins	32	Cathy Pearson
13	Dalibor Mares	33	Ultan Dillon
14	Conor Lambert	34	Stephen Hough
15	Stephen McDermott	35	Andrea Ciocas
16	Cian Prendergast	36	Lorcan O'Connor
17	Andrew Cox	37	Eanna Brennan
18	Paul Madden	38	John McCann
19	Ciaran Allidine	39	M. Reynolds
20	Christopher Maher	40	Jason Ó Muirí

41	Tony Dunbar	81	Karina Fowler
42	Emilia Kazek	82	Robert Cazaciuc
43	Chris Lee	83	Rebecca Evans
44	Eoin Brennan	84	Ciaran McKenna
45	Martjin Prinzen	85	Gabe Doran
46	Donal Fallon	86	Lauren McKenzie
47	Ann Dempsey	87	O'Dwyer & Sons Funeral Home
48	Richard Kelly	88	Joan McDonnell
49	Ciaran Whelan	89	Brian DeVoy
50	John Daly	90	Sarah Conway
51	Aidan Weldon	91	Veronica Cahill
52	Karen Hayes	92	Daragh Tracey
53	Laura Doyle	93	Shay O'Madagain
54	Barry Kelly	94	Brian Mooney
55	Barry Colleary	95	Jackie Nelson
56	Joan Hughes	96	Fiona Morris
57	Norina Fusco	97	Damien Kaye
58	Hugh Raftery	98	Linda Carr
59	Felix Fusco	99	Rebecca Pealan
60	Pascal Fusco	100	Trevor Brinsley
61	Filippo Fusco	101	Jonathan Dowling
62	Tommy & Nathan Forrester	102	Patricia Kelly
63	Tara O'Kelly	103	Emer Sweeney
64	Kelsey Phelan	104	Andrew Sheilds
65	David Fleming	105	Grace Cronin
66	Mary Fleming	106	Maire Devine
67	Noel Fleming	107	Philip Healy
68	Julie Fleming	108	Chloe O'Meara
69	Dave Carroll	109	Tara Duggan
70	Dermot Gillen	110	Treasa Boyne
71	Rene Mooney	111	John Keelan
72	Stephen Dowling	112	Ace Devon White
73	Michelle Cosgrave	113	William Quill
74	Fran Dempsey	114	Eddie Walsh & Antoinette Roe
75	Sister Brigid Phelan	115	Jacqueline Fox
76	Jason Martin	116	Michael McGuinness
77	Eugene Beirne	117	Nurgul Senturk
78	Sandra Cole	118	Duran Senturk
79	Catherine Scuffil	119	Natasha O'Keefe
80	Ciara Graham	120	Wendy Flynn

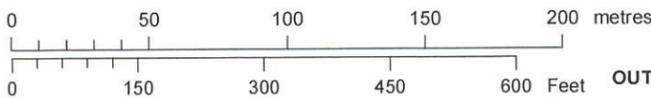
121	Amanda Doyle	171	Colette Branagan
122	Danielle Doyle	172	Yvonne McDonnell
123	Mark Fowler	173	David Evans
124	Margaret Fowler	174	Elizabeth Mills
125	John Fowler	175	Louise Bergin
126	Aoife McKenna	176	Mark Bergin
127	Stella Robinson	177	Alexandra Pearle

128	Thomas Dempsey	178	David O'Grady
129	Rita Fagan	179	Lynne Foy
130	Elizabeth Clayton	180	Fran Dempsey
131	Anita Cooney	181	Angela Foy
132	Yvonne Shannon	182	Mary Curtis
133	Jackie Shannon	183	Andrew Abbott
134	Shauna Shannon	184	Harry Fitzgerald
135	Jack Roche	185	Barbara O'Neill
136	Stacey Shannon	186	Rajan & Preeti Gupta
137	Tony Ferns	187	Gerard O'Neill
138	Myles Golden	188	Raghav Gupta
139	Ciara O'Sullivan	189	Michael FitzGerald
140	Ettie Donovan	190	Himanshu & Himani Gupta
141	Janet Lawlor	191	Abaigeal Meek & Jack Caffrey
142	John McDonnell	192	Kieran Doyle O'Brien
143	Robbie McDonnell	193	Austin Campbell
144	Roy McDonnell	194	Robert Somerville
145	Roisin Keating	195	Ciaran Cuffe
146	Anthony Keating	196	Andrew O'Connell
147	Michael Norton	197	J. O'Sullivan
148	Aishling Walsh	198	Chris Curran
149	Kieran Rose	199	Patsy Dunne
150	Victoria McDonnell	200	E. Doyle
151	Tiffany McDonnell	201	Cat Dunphy
152	Karen Redmond	202	BC Vnicki
153	Vicky Kenny	203	Ashling Hempenstall
154	Donna Haughton	204	OJ Has
155	Kathleen Kenny	205	Brendan Brady
156	A. Maguire	206	Ruth Harkness, The Little Flower Penny Dinners
157	Ella Kenny	207	Tim O'Donovan
158	Vanessa Kenny	208	Celine Graham
159	Lisa Byrne	209	Laura Keegan
160	Chris O'Reilly		
161	Kathlyn Byrne		
162	Aisling Masterson		
163	Lisa Jane Hand		
164	Kathleen Farrell		
165	Shauna O'Keeffe		
166	Wenshang Wang		
167	JFP Smyth		
168	Sarah Branagan		
169	Sarah Jane Branagan		
170	Danielle Branagan		

Planning Pack Map



734118 714395 734118 714395 733288 714395 733288 714395



OUTPUT SCALE: 1:2,500



CENTRE COORDINATES:
ITM 714674,733703

ORDER NO.:
50212490_1

PUBLISHED:
10/08/2021

MAP SERIES:
1:1,000
1:1,000

MAP SHEETS:
3263-09
3263-14

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LEGEND:
<http://www.osi.ie>; search 'Large Scale Legend'

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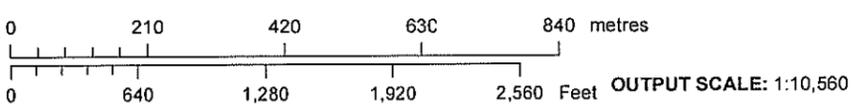
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Site Location Map



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ITM 714674,733703

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PUBLISHED: 10/08/2021

MAP SERIES: 6 Inch Raster
MAP SHEETS: DN018

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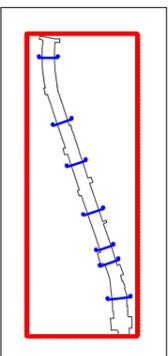


Site Notice



Site Notice

Site Notice



Legend:

- Existing Structure
- Site Boundary

PLANNING

REVISIONS

Haslam & Co Architects
 Chocolate Factory Arts Centre, 26 Kings Inn Street, Dublin 1, Ireland
 (+353) (0)1 4423539; www.haslamco.com; info@haslamco.com

Michael P.G. Haslam
 BSc, BArch Hons, MRIAI

APPROVED BY MH
 PREPARED BY RF

714636, 733709
 O.S. REF.

PROJECT TITLE
Meath Street Public Realm Improvement Scheme

DATE FIRST ISSUED 31-05-23
 REVISION DATE
 SOURCE FILES HA018

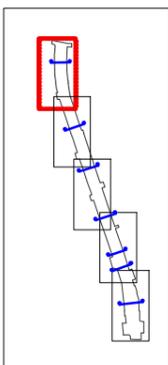
DRAWING TITLE
Proposed Site plan

2	S001	-	1:1000
STAGE	DRAWING NO.	REV.	SCALE AT A3

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Legend:

- Existing Structure
- Site Boundary

- Proposed Street Light
- Proposed Bollards
- Proposed Smart Boxes
- Proposed Bike Loop
- Proposed Bench

PLANNING

REVISIONS

Haslam & Co Architects
 Chocolate Factory Arts Centre, 26 Kings Inn Street, Dublin 1, Ireland
 (+353) (0)1 4423539; www.haslamco.com; info@haslamco.com
 Michael P.G. Haslam
 BSc, BArch Hons, MRIAI

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714636, 733709
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PROJECT TITLE
 Meath Street Public Realm Improvement Scheme

DATE FIRST ISSUED 31-05-23
REVISION DATE
SOURCE FILES HA018

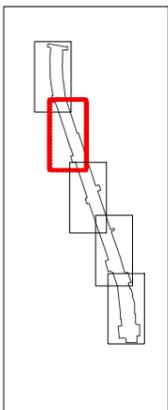
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DRAWING TITLE
 Proposed Ground plan

2	GA100	1:200
STAGE	DRAWING NO.	SCALE AT A3

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Legend:

- Existing Structure (Grey fill)
- Site Boundary (Red line)

- Proposed Street Light (Circle with dot)
- Proposed Bollards (Small circle)
- Proposed Smart Boxes (Square)
- Proposed Bike Loop (Dashed line)
- Proposed Bench (Striped rectangle)

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Haslam & Co Architects
 Chocolate Factory Arts Centre, 26 Kings Inn Street, Dublin 1, Ireland
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Michael P.G. Haslam
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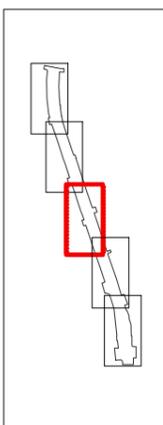
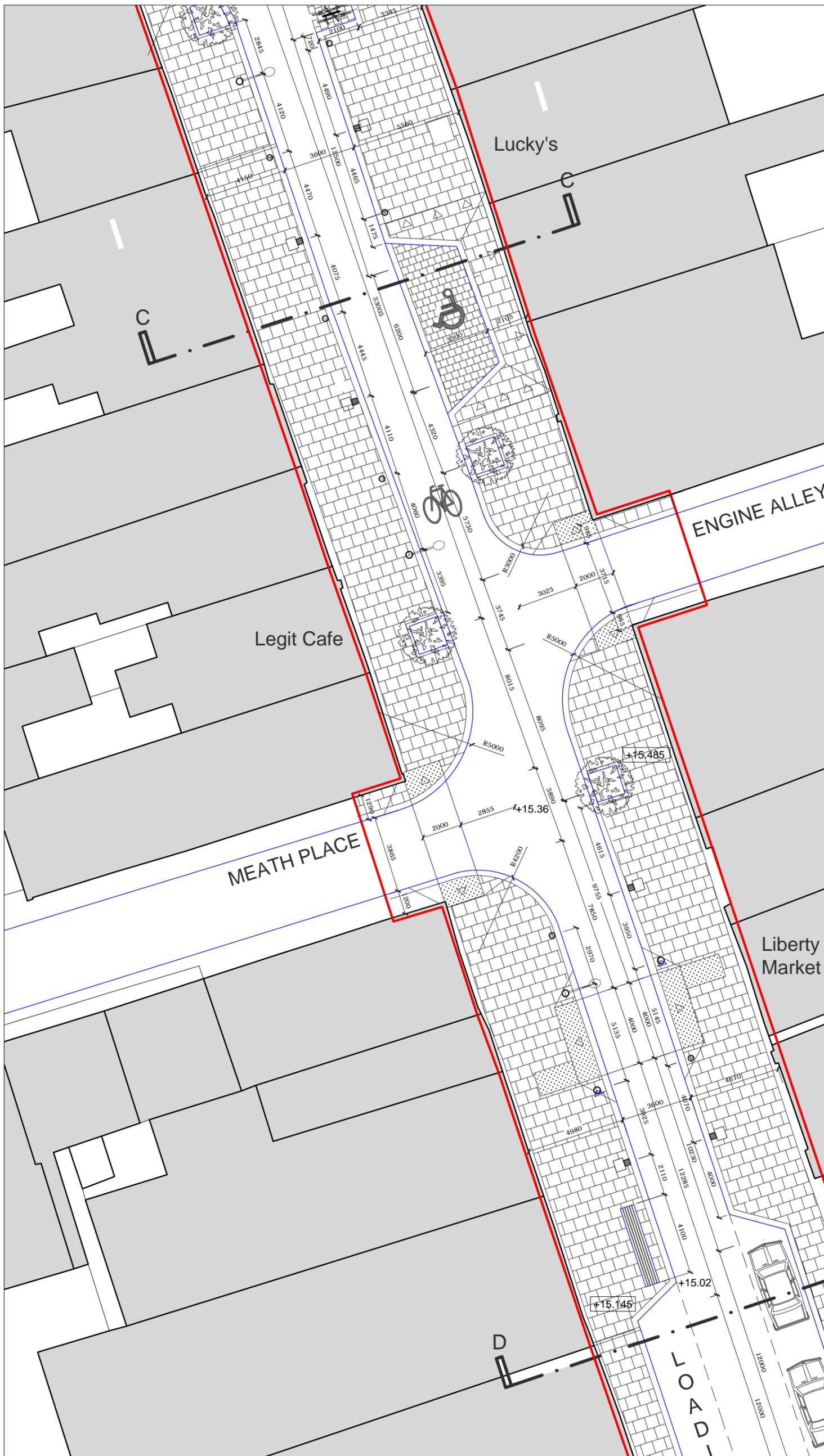
APPROVED BY: MH
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PROJECT TITLE: **Meath Street Public Realm Improvement Scheme**
 DATE FIRST ISSUED: 31-05-23
 REVISION DATE:
 SOURCE FILES: HA018
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DRAWING TITLE: **Proposed Ground plan**
 STAGE: 2
 DRAWING NO.: GA101
 REV.:
 SCALE AT A1: 1:200
 SCALE AT A3:
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Legend:

- Existing Structure
- Site Boundary

- Proposed Street Light
- Proposed Bollards
- Proposed Smart Boxes
- Proposed Bike Loop
- Proposed Bench

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Haslam & Co Architects
 Chocolate Factory Arts Centre, 26 Kings Inn Street, Dublin 1, Ireland
 (+353) (0)1 4423539; www.haslamco.com; info@haslamco.com
 Michael P.G. Haslam
 BSc, BArch Hons, MRIAI

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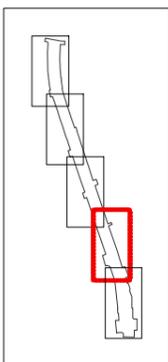
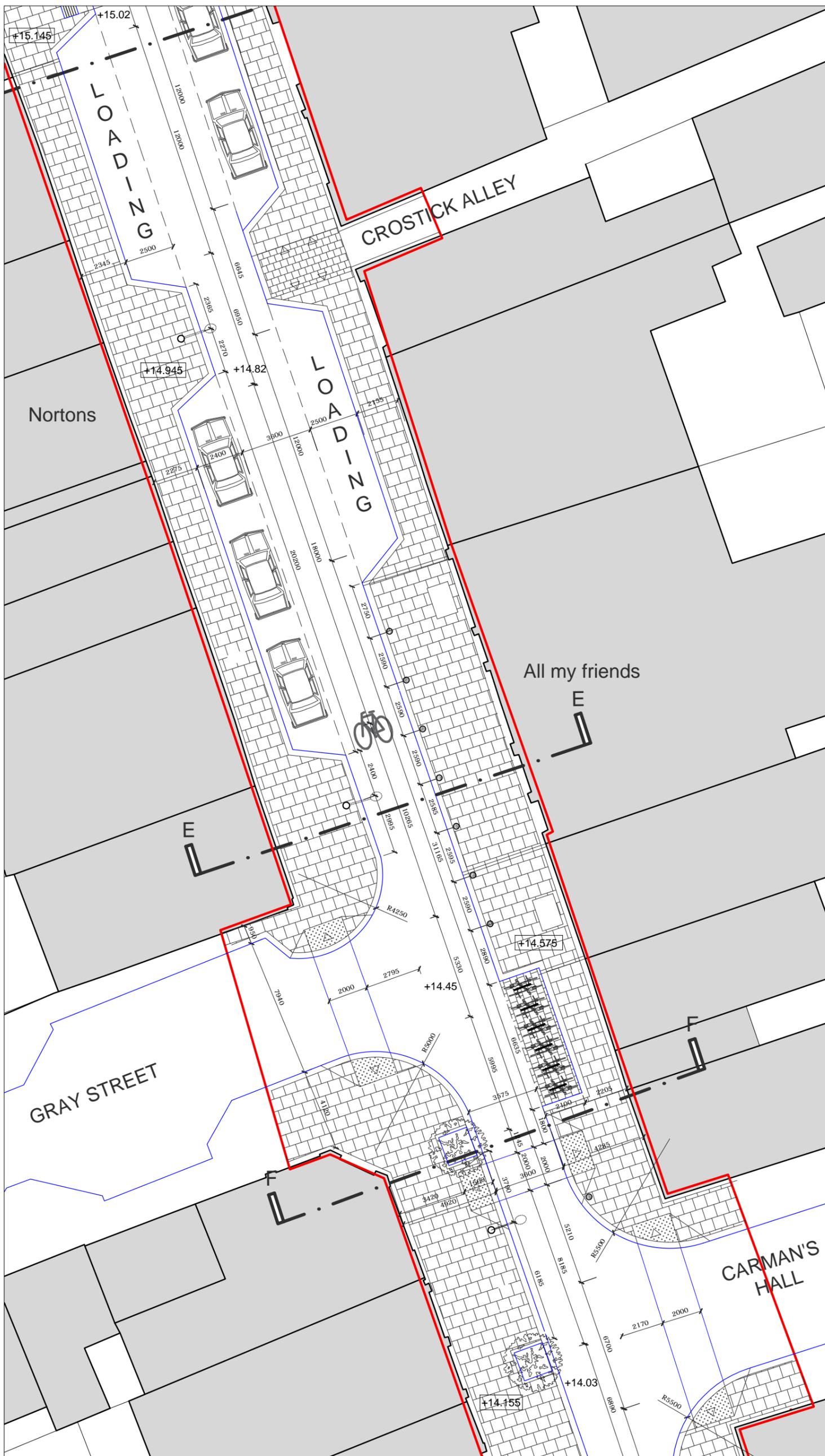
PROJECT TITLE	
Meath Street Public Realm Improvement Scheme	
DATE FIRST ISSUED	31-05-23
REVISION DATE	
SOURCE FILES	HA018
USE FIGURED DIMENSIONS	

DRAWING TITLE	
Proposed Ground plan	
2	GA102
1:200	
STAGE	DRAWING NO. REV. SCALE AT A1 SCALE AT A3

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Legend:

- Existing Structure
- Site Boundary

- Proposed Street Light
- Proposed Bollards
- Proposed Smart Boxes
- Proposed Bike Loop
- Proposed Bench

PLANNING

REVISIONS

Haslam & Co Architects
 Chocolate Factory Arts Centre, 26 Kings Inn Street, Dublin 1, Ireland
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 BSc, BArch Hons, MRIAI

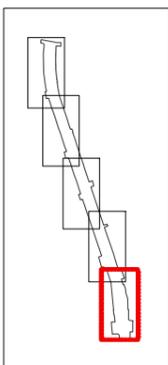
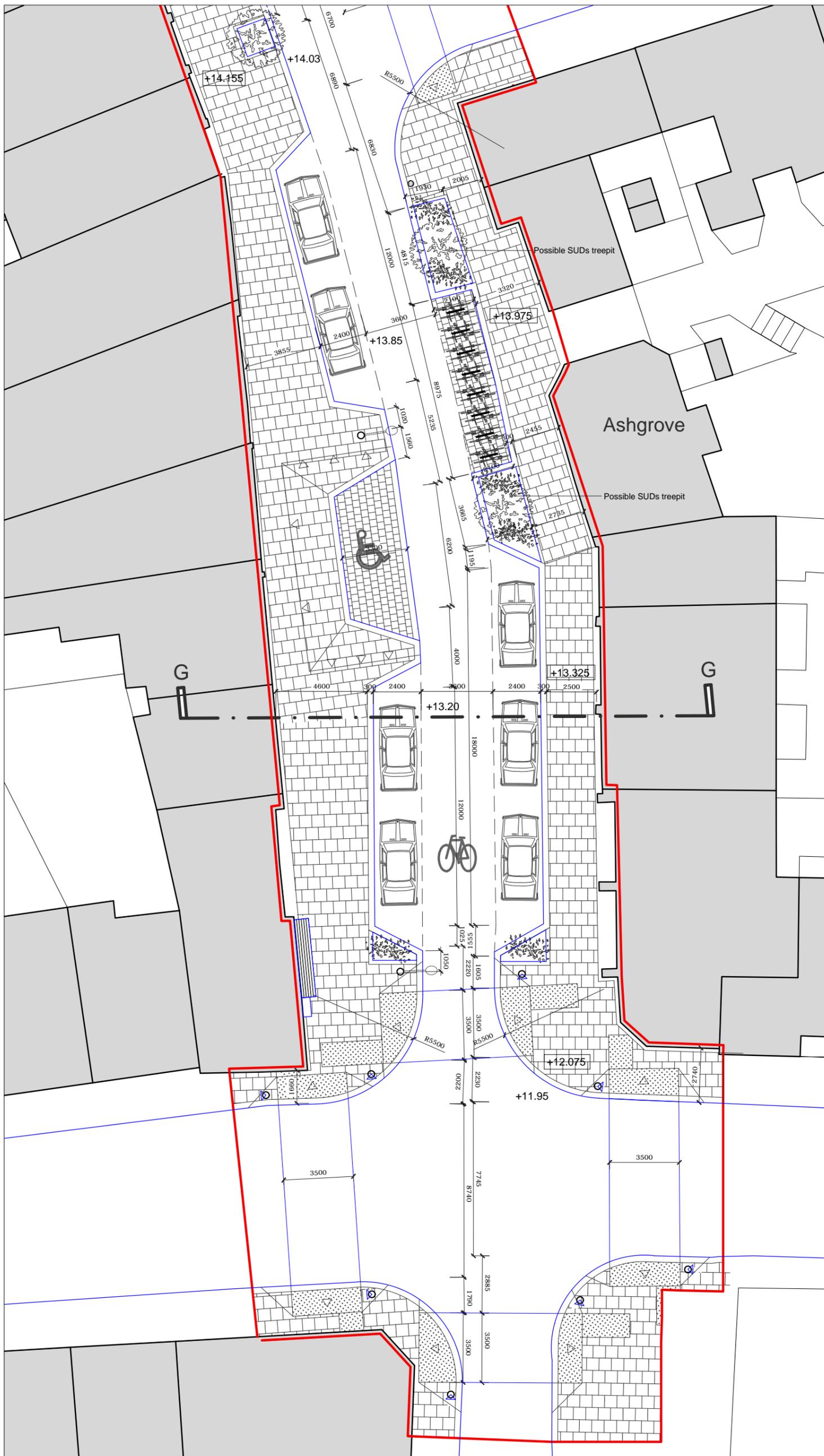
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PROJECT TITLE
Meath Street Public Realm Improvement Scheme
 DATE FIRST ISSUED 31-05-23
 REVISION DATE
 SOURCE FILES HA018
 USE FIGURED DIMENSIONS

DRAWING TITLE
Proposed Ground plan
 2 GA103 1:200
 STAGE DRAWING NO. REV. SCALE AT A1 SCALE AT A3
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Legend:

- Existing Structure
- Site Boundary

- Proposed Street Light
- Proposed Bollards
- Proposed Smart Boxes
- Proposed Bike Loop
- Proposed Bench

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Haslam & Co Architects
 Chocolate Factory Arts Centre, 26 Kings Inn Street, Dublin 1, Ireland
 (+353) (0)1 4423539; www.haslamco.com; info@haslamco.com
 Michael P.G. Haslam
 BSc, BArch Hons, MRIAI

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PROJECT TITLE
Meath Street Public Realm Improvement Scheme

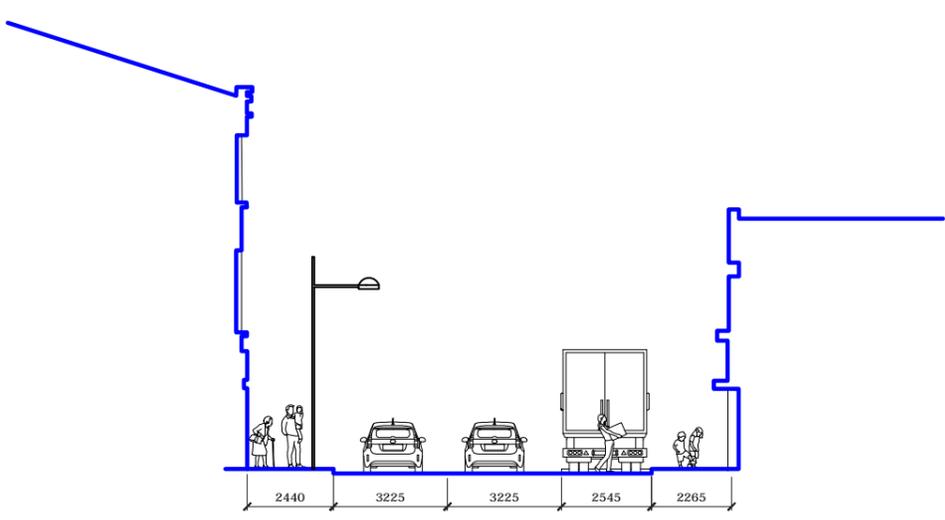
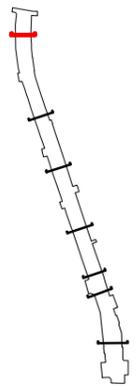
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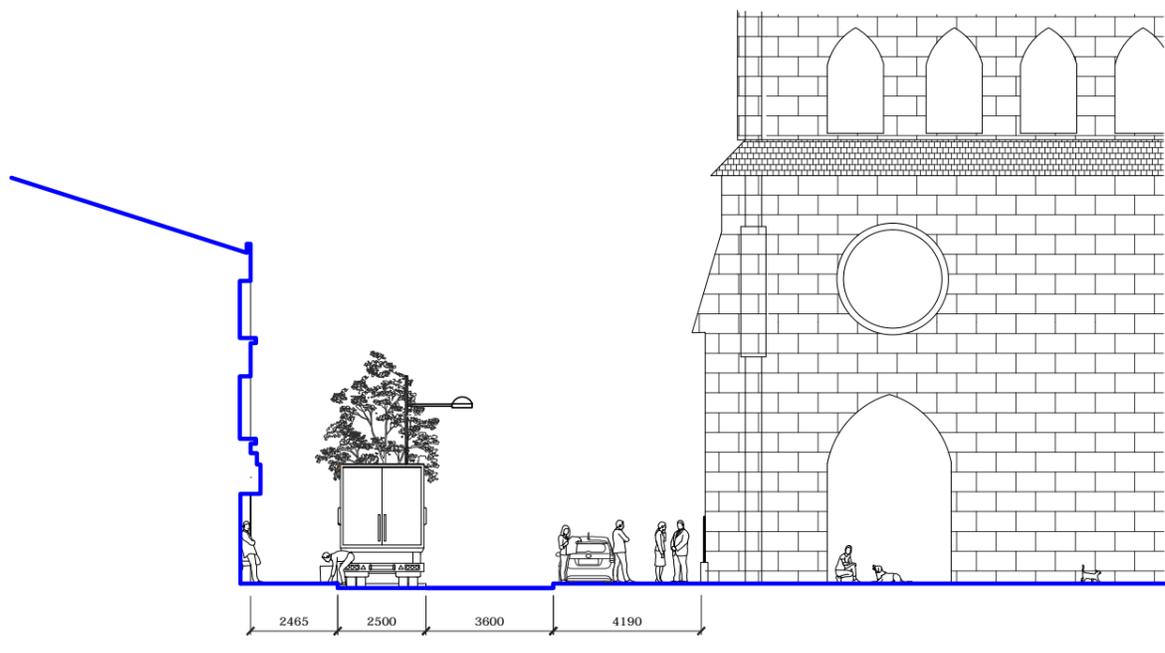
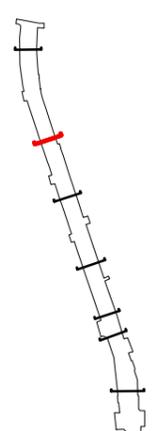
DRAWING TITLE
Proposed Ground plan

2	GA104	1:200
STAGE	DRAWING NO.	SCALE AT A1
REV.	SCALE AT A3	

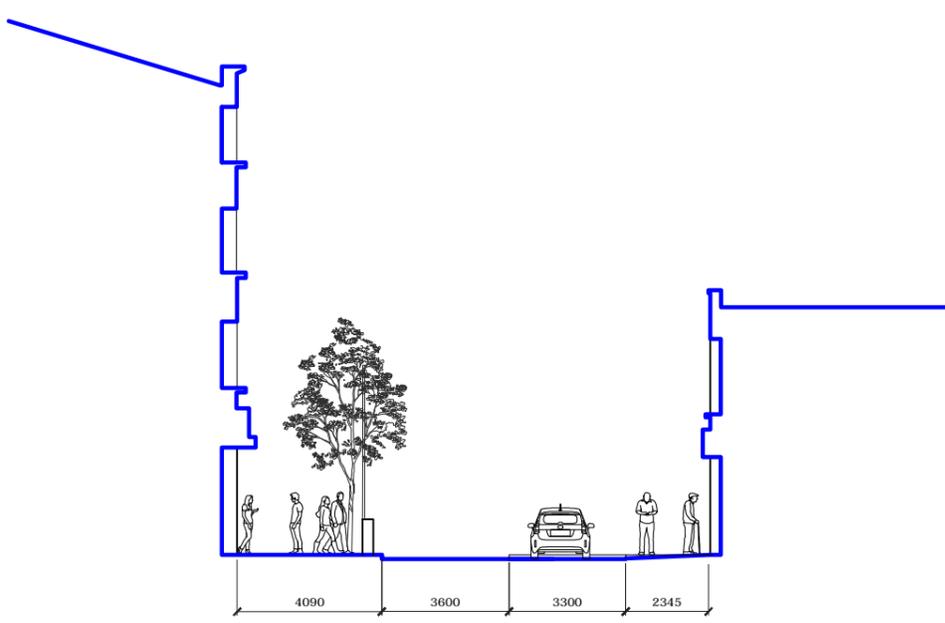
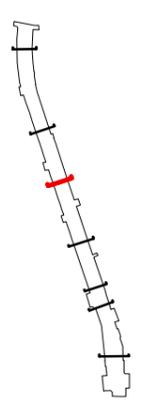
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Section AA
1:200



Section BB
1:200



Section CC
1:200

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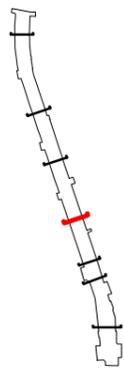
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PREPARED BY RF	O.S. REF.

PROJECT TITLE Meath Street Public Realm Improvement Scheme		DRAWING TITLE Proposed Sections AA - CC			
DATE FIRST ISSUED 31-05-23	STAGE 2	DRAWING NO. GA200	REV.	SCALE AT A1 1:200	SCALE AT A3
REVISION DATE					
SOURCE FILES 14A018					

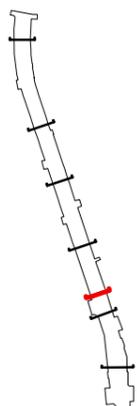
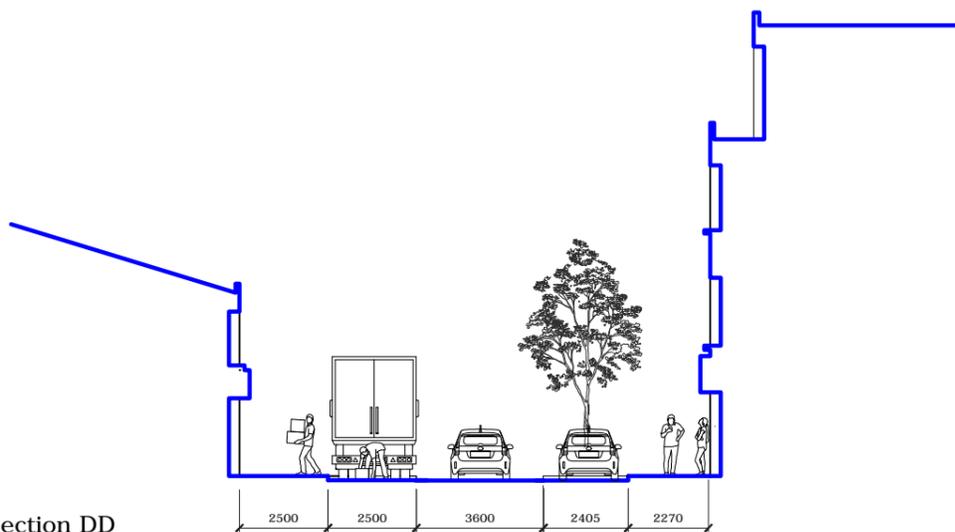
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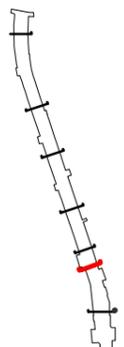
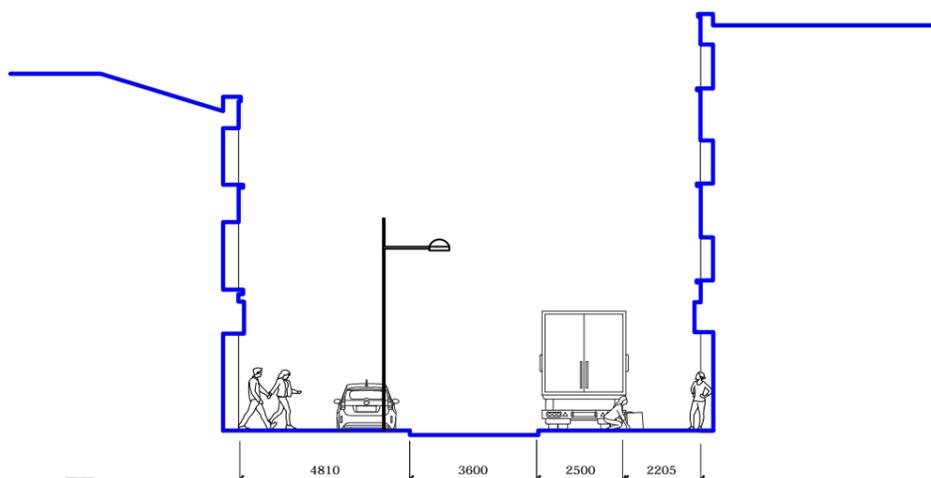
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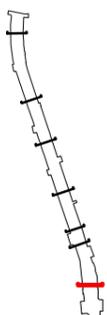
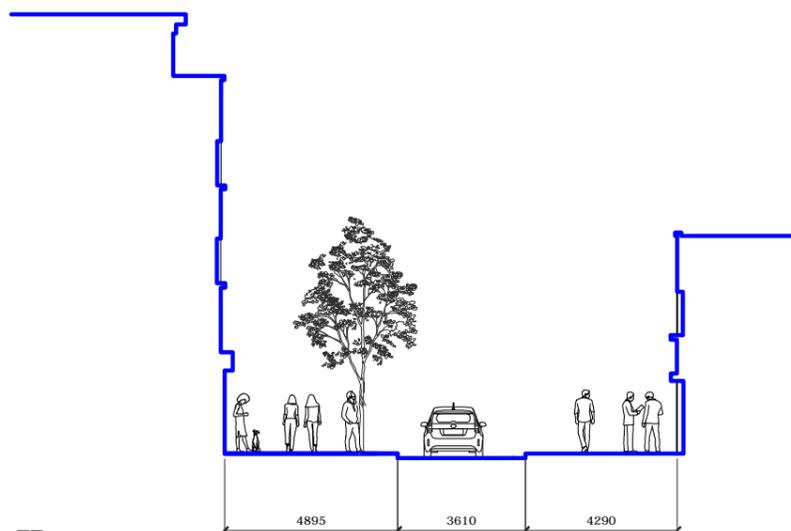
Section DD
1:200



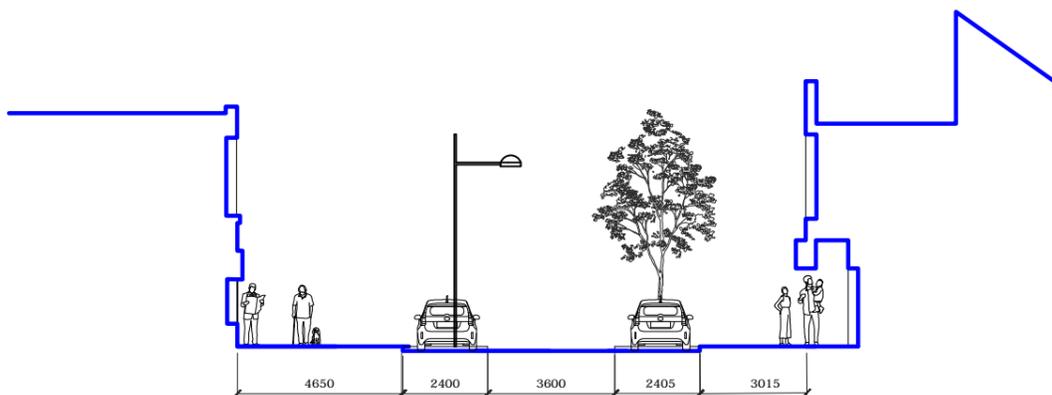
Section EE
1:200



Section FF
1:200



Section GG
1:200



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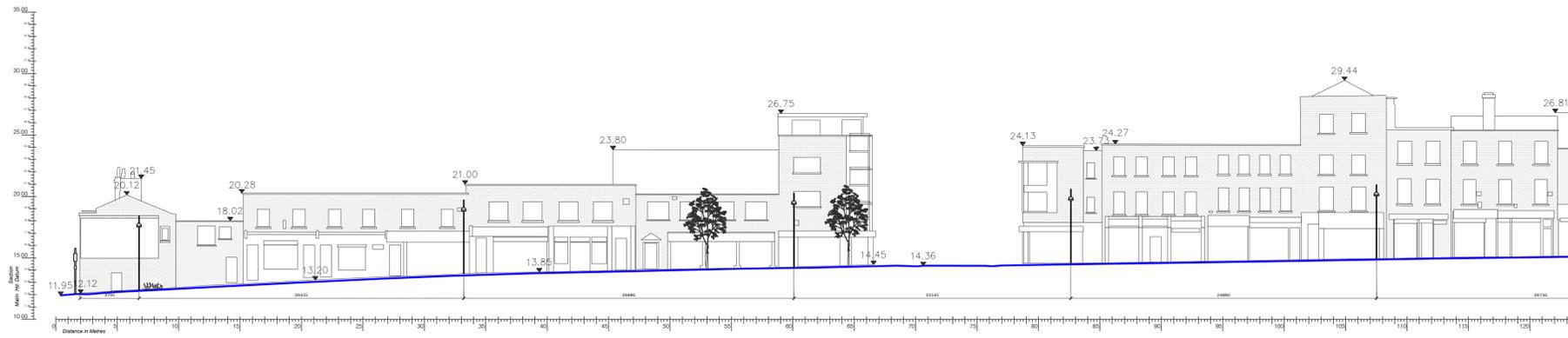
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 BSc, BArch Hons, MRIAI

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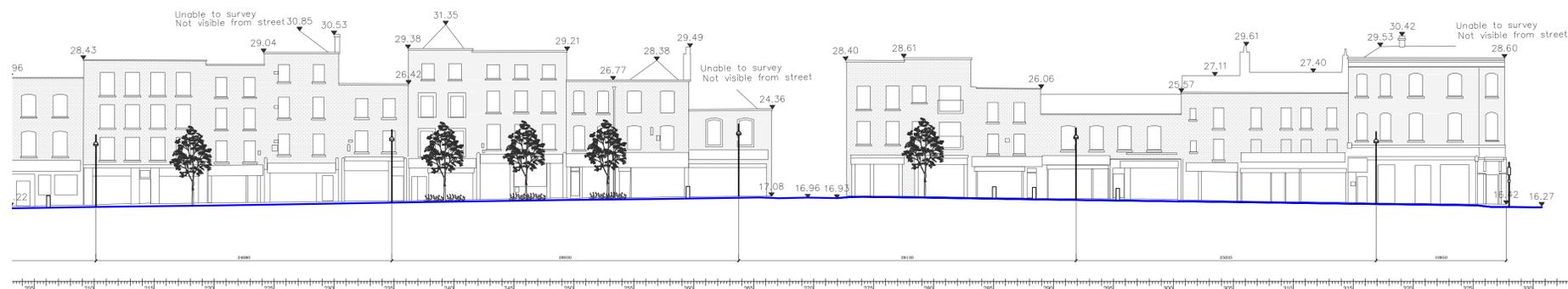
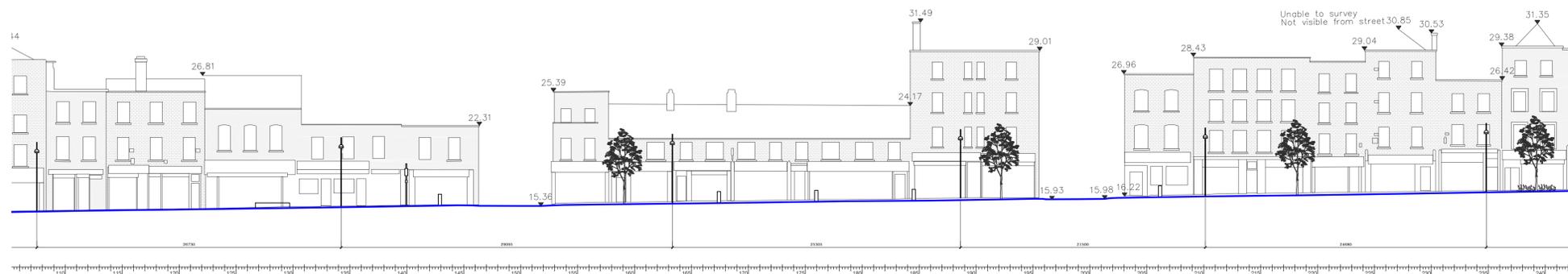
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Meath Street Public Realm Improvement Scheme		Proposed Sections DD-GG			
DATE FIRST ISSUED 31-05-23	2	GA201			1:200
REVISION DATE	STAGE	DRAWING NO.	REV.	SCALE AT A1	SCALE AT A3
SOURCE FILES HA018					

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PLANNING



Elevation AA
1:500



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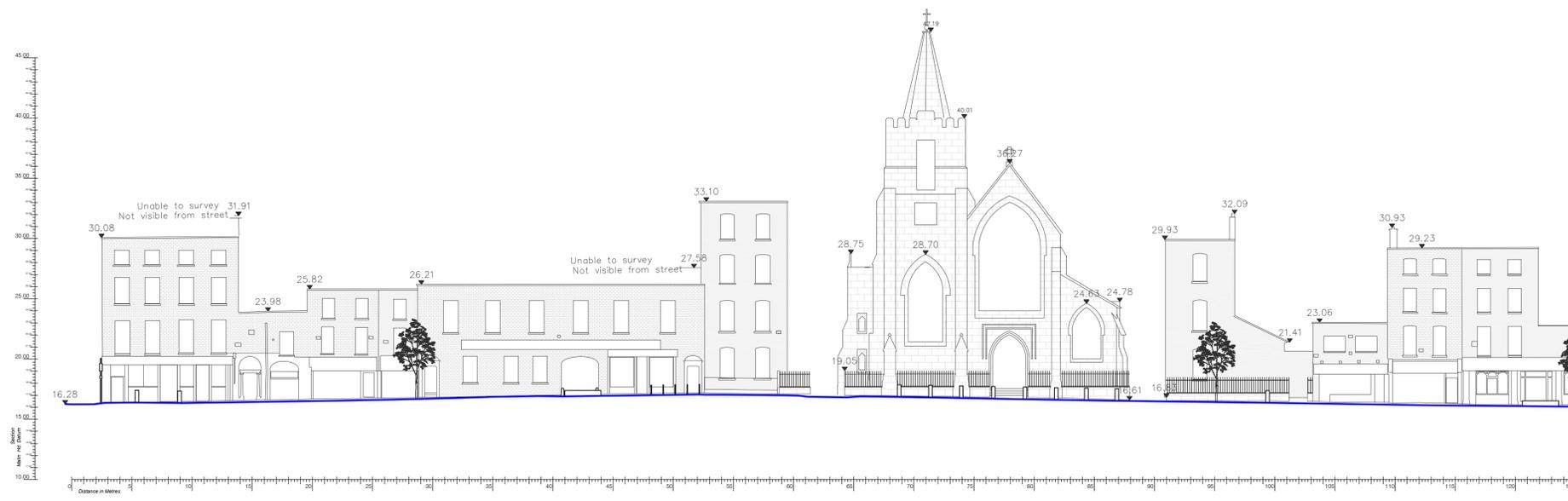
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Michael P.G. Haslam
 BSc, BArch Hons, MRIAI

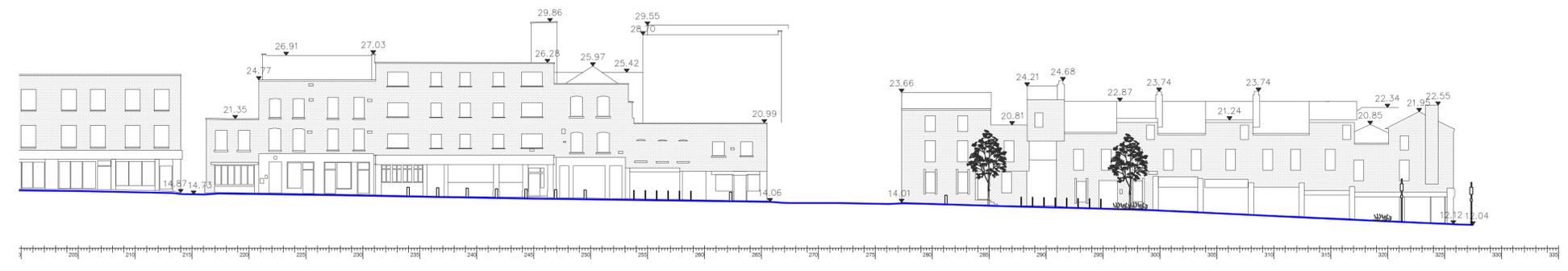
APPROVED BY MH	714636, 733709 O.S. REF.
PREPARED BY RF	

PROJECT TITLE Meath Street Public Realm Improvement Scheme		DRAWING TITLE Proposed Elevation AA			
DATE FIRST ISSUED 31-05-23	2	GA300			1:500
REVISION DATE	STAGE	DRAWING NO.	REV.	SCALE AT A1	SCALE AT A3
SOURCE FILES HAD18					
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Elevation BB
1:500



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Michael P.G. Haslam
BSc, BArch Hons, MRIAI


APPROVED BY MH
PREPARED BY RF

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PROJECT TITLE		DRAWING TITLE			
Meath Street Public Realm Improvement Scheme		Proposed Elevation BB			
DATE FIRST ISSUED	31-05-23	2	GA301		1:500
REVISION DATE					
SOURCE FILES	HAD18	STAGE	DRAWING NO.	REV.	SCALE AT A1
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