

Proposed Public Realm
Improvement Works at:
**Cathal Brugha Street &
Findlater Place, Dublin 1.**

Architectural Planning Report

25.02.2025



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Rannóg
Ailtire
na Cathrach

City
Architects
Division

This report was commissioned by Dublin City Council Environment & Transportation Department in conjunction with the City Architects Division to provide an overview of the proposed public realm improvement works at Cathal Brugha Street and Findlater Place, Dublin 1.

Document information

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Figure 1 Site location map, not to scale



Figure 2 Artist's Impression of proposed public realm improvements on Cathal Brugha Street & Findlater Place

1.0 Project Overview & Objectives

- 1.1** This Public Realm Improvement scheme is a priority project for Dublin City Council as it pursues the implementation of the 'Your City - Your Space', Dublin City's Public Realm Strategy (2012) and 'The Heart of Dublin' Public Realm Master Plan (2016). The vision for this scheme as set out in the O'Connell Street Scheme of Special Planning Control is to promote high-quality and inclusive design to improve the quality of the public realm and open spaces. Pedestrians should be given priority and the public realm enhanced to develop a high-quality public plaza just off O'Connell Street. This Phase 1 – Luas Associated Project, of 'The Heart of Dublin - City Centre Public Realm Masterplan' includes both Cathal Brugha Street & Findlater Place. These are important pedestrian routes linking O'Connell Street with the southbound Luas stops on Marlborough Street and Parnell Street and the city beyond.

The existing high quality O'Connell Street public realm will be extended into this key area and this will provide opportunities for place making. The implementation of a design which prioritises pedestrians and public space activation will add economic value to the city's core, converting this area into a destination to visit and linger in, rather than to simply pass through. The Church of Saint George and Saint Thomas sits prominently on the street as a focal point in front of which a high quality public space can be established.

The church, hotels and Further Education and Training College on the street contribute to an active street with high footfall throughout the day. The design will place a particular focus on universal design and conservation, new greening interventions, public lighting and seating.

1.2 Objectives:

- 1.2.1 Social:**
Enhance the pedestrian experience, improve safety, promote inclusivity, increase seating, provide opportunities for lingering & social / cultural interaction, create a destination, enhance tourist links (O'Connell Street to Marlborough Street).
- 1.2.2 Cultural:**
Build on the character of the area by enhancing cultural and heritage features, establish a sense of identity and strengthen sense of community.
- 1.2.3 Economic:**
Increase footfall on the streets, attract more people to the area, encourage activity and occupancy to deliver a prosperous economy in the area.
- 1.2.4 Environmental:**
Create a high quality public realm, promote pedestrian movement, increase greening, de-clutter, reduce pollution and noise, support a modal shift to sustainable modes of transport and links to public transport.

2.0 Historical Context

- 2.1 The project area emerged in its current form following the Civil War of 1922. During the Civil War, the north-eastern end of O'Connell Street, including Saint Thomas's Church on Marlborough Street, was destroyed. As part of the reconstruction works overseen by the City Architect Horace O'Rourke and undertaken in the following years, Sean McDermott Street was carried through to O'Connell Street through the site of Saint Thomas Church. This new street was named after Cathal Brugha who had died from a bullet wound in the adjoining Thomas Lane after leading the occupation of the north-east end of O'Connell Street by anti-treaty forces. In 1931 Saint George and Saint Thomas Church, designed by the architect Frederick G. Hicks, was opened. The area thrived in the 1940s and 50s when O'Connell Street was at the height of its popularity. However from the 1960s onwards the area has not reached its full potential and the public space in front of the church is undervalued.

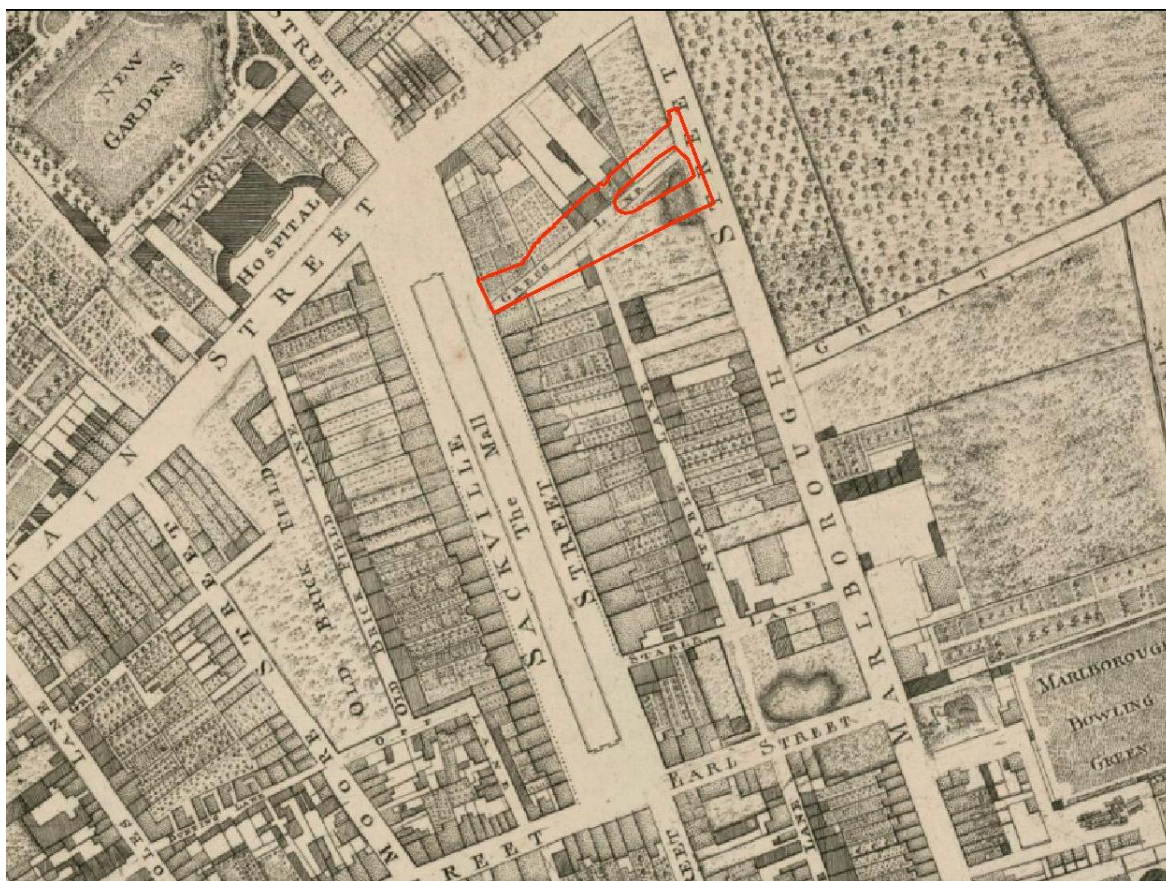


Figure 3 Image of extract from Roques map of Dublin, dated 1756.

- 2.2 Please refer to the accompanying Archaeological Assessment prepared by Rubicon Heritage solutions, and the Architectural Heritage Impact Assessment prepared by Dublin City Council for more detail on the historical and cartographic development of the area.

3.0 Site Context

The project area is located in the north city centre of Dublin east of O'Connell Street. The streets in the project area comprises of:

- i. Cathal Brugha Street;
- ii. Findlater Place.

The project is located within the O'Connell Street Architectural Conservation Area and the O'Connell Street and Environs Area of Special Planning Control. There are 3 protected structures located adjacent to the site: the Gresham Hotel, the Church of Saint George and Saint Thomas, and the Further Education & Training College building. The area was identified and included for public realm improvements in the 1998 O'Connell Street Integrated Area Plan.

The project area is adjoined on the west by O'Connell Street, the premier street on the north side of the city since the 1800s and critical to the economic life of the city. It is adjoined on the east by Marlborough Street, which accommodates the Luas Green Line southbound tram.

The project area is a pedestrian route linking the northbound & southbound Green Luas trams. Dublin Bus bus stops, a taxi rank and a Dublin Bike station are located on Cathal Brugha Street. A Further Education College (formerly DIT College) and hotel uses adjoin the space. Traffic studies confirm the project area is a pedestrian dominated environment with low traffic volumes.

- 3.1** During the design stage a study of existing ground floor uses in the project area was carried out. The predominant ground floor uses in the area were found to be hotel with food and beverage services, educational and office uses.
- 3.2** An objective of this project is to support these existing uses and strengthen the vibrancy of the area as an active destination.

4.0 Policy Context

- 4.1** Policy references include:
 - 4.1.1 Project Ireland 2040: National Planning Framework
 - 4.1.2 Regional Spatial & Economic Strategy for the Eastern and Midlands Region
 - 4.1.3 Dublin City Council Development Plan 2022-2028
 - 4.1.4 Greater Dublin Area Transport Strategy 2022-2042
 - 4.1.5 Dublin City Council Climate Action Plan 2019 – 2024
 - 4.1.6 Draft Dublin City Biodiversity Action Plan 2021-2025
 - 4.1.7 Dublin City Centre Public Realm Masterplan – The Heart of Dublin, 2016
 - 4.1.8 Dublin City Public Realm Strategy – Your City Your Space, 2012

4.1.9 Design Manual for Urban Roads and Streets (DMURS) 2016

4.2 National & Regional Policy

Redevelopment of the Cathal Brugha Street & Findlater Place public realm aligns with National Strategic Outcomes (NSO) of Project Ireland 2040: National Planning Framework, and includes:

- NSO 1 – Compact Growth: The area for the proposed development is centrally located within Dublin city and is ideally suited to re-use. It promotes effective density and consolidation. The Urban Regeneration and Development Fund (URDF) was established to support more compact and sustainable development through the regeneration of Ireland’s cities and towns and is a key tool to give effect to this NSO. Although it is not anticipated that this project will involve URDF funding, it aligns with the plans goal of compact growth through the renovation of existing structures.
- NSO 5 – A Strong Economy supported by Enterprise, Innovation and Skills: The provision of a high-quality public realm will support and attract future enterprise within Dublin city centre and will help to draw and develop a highly-skilled work force to the area;
- NSO 7 – Enhanced Amenity and Heritage: Most of the area surrounding Cathal Brugha Street and Findlater Place is surrounded in culturally important buildings, signifying the important heritage value that the area holds. Currently the public realm is in a state of disrepair and the proposed works would restore it. These works, in turn, will ensure that Dublin City centre gains from increased attractiveness and sense of place; and
- NSO 8 – Transition to a Low Carbon and Climate Resilient Society: The proposed works include energy efficiency upgrades to public lighting. These will ensure that the street lighting is energy efficient, aiding Ireland’s transition to a low carbon and climate resilient society.

The *Regional Spatial & Economic Strategy* (RSES) for the Eastern and Midlands Region is a strategic plan and investment framework to shape future growth and to better manage regional planning and economic development throughout the region. The RSES primarily aims to support the delivery of the programme for change set out in Project Ireland 2040, the National Planning Framework (NPF) and the National Development Plan 2018-27 (NDP). While informed by national, EU, and international policies, the RSES is driven at the local level by elected officials, local governments, stakeholders, community groups, and individual citizens.

The RSES identifies urban regeneration and place making as a key priority. This includes the revitalisation and redevelopment of the town centre, involving the regeneration of opportunity sites and their surrounding areas. The strategy therefore

supports the development approach of the Cathal Brugha Street and Findlater Place Public Realm Improvement Scheme.

It sets out that local authorities, in developing their core strategies and settlement hierarchies, will consider growth enablers for every part of the Region to meet its potential including 'Healthy Placemaking'. This can be achieved by sustained economic growth and employment brought about through the integration of better urban design, public realm, amenities and heritage to create attractive places to live, work, visit and invest in. Focus on placemaking to create attractive and sustainable communities to support active lifestyles including walking and cycling.

4.3 Policy Context

This Part 8 proposal is made in the context of the Your City, Your Space Dublin City Public Realm Strategy (2012), the 'Heart of Dublin - City Centre Public Realm Masterplan' (2016) and O'Connell Street and Environs Area for Special Planning Control.

An objective of the Dublin City Development Plan 2011-2017 was the preparation of a public realm strategy. In 2012, with the publication of the "Your City, Your Space; Dublin City Public Realm Strategy", Dublin City Council formally defined for the first time what 'public realm' meant and why it was so important to the life of the city. "Your City, Your Space" applied initially to the historical, cultural and commercial core of the city, between the Royal and Grand Canals.

The subsequent Masterplan, The Heart of Dublin (2016), derives directly from the work of that public realm strategy, builds on the learning to date and lays out clear guidance and defined priorities for the next 20 years. Highly collaborative and representative of a shared vision, the Heart of Dublin focuses more specifically on the city core itself, as the most important and densely-used public space. When the public realm, at the heart of the city, works coherently and considers the needs of pedestrians particularly, it generates an ease of use that can radiate outwards.

Cathal Brugha Street and Findlater Place are identified in the Public Realm Masterplan as a LUAS associated project as the streets are directly impacted by the delivery of LUAS Cross City in December 2017. Pedestrian footfall has increased significantly along these streets which link the northbound Green Line LUAS track along O'Connell Street to the southbound Green Line LUAS track along Marlborough Street.

4.4 Dublin City Council Development Plan 2022-2028

'Chapter 4: Shape and structure of the city', section 4.5.6 'The Public Realm' notes:

'A high-quality public realm makes the city a more attractive place to live, work and visit, and provides for an improved quality of life for all. It is an integral part of healthy place making as supported under the Regional Spatial & Economic Strategy. The

public realm can have a very positive impact on Dublin's competitiveness with other city regions internationally, both for tourism and for investment. Improvements to the public realm in recent years include the renovation of Grafton Street and implementation of the Docklands Public Realm Masterplan. The ongoing implementation of Your City - Your Space', Dublin City's Public Realm Strategy (2012), will continue to result in significant upgrading of the city's public realm.'

The importance of a quality urban realm for the city's economy, society and environment is interwoven throughout the development plan, a policy of the Development Plan 2022 to 2028 is to implement the Public Realm Strategy and Public Realm Masterplan and to support improvement works to public streets and spaces in the city centre and specifically noted in the following policy and objectives:

SC2: City's Character; To develop the city's character by: ... *developing a sustainable network of safe, clean, attractive streets, pedestrian routes and large pedestrian zones, lanes and cycle ways 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;*

SMT8 Public Realm Enhancements; *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 Pedestrian Network; *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.*

SMT12 Pedestrians and Public Realm; *To enhance the attractiveness and liveability of the city through the continue reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.*

Under the Dublin City Council Development Plan 2022-2028 the project area is zoned Z5 City Centre '*To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity*'.

The project area is located within Strategic Development Regeneration Area 10 North East Inner City. The SDRA Northeast Inner City map identifies Cathal Brugha Street as a part of the Core Pedestrian Spine with Access and Permeability also indicated. The Guiding Principles of the SDRA support the proposed public realm improvement works to Cathal Brugha Street and Findlater Place.

Urban Structure:

To reinforce the existing pedestrian spines identified in the Guiding Principles Map and to capitalise on these through targeted permeability interventions, increasing connectivity and stimulating pedestrian journeys throughout the area.

Design:

A high-quality public realm will be required and shall be applied to the network of streets and public spaces, with a focus on maximising public open space provision, improving connectivity/permeability and encouraging greening initiatives.

Movement & Transport:

To strengthen the existing core pedestrian spine of the area as both the key movement corridor and also the location of existing and emerging public transport Strategic Development Regeneration Areas | Chapter 13 481 hubs, and to specifically target interventions such as densification and street upgrades towards streets with low footfall and regeneration potential.

5.0 Planning

5.1 EIAR / Appropriate Assessment

An EIA preliminary screening document and Appropriate Assessment screening document for the project were commissioned and prepared by Atkins Realis Consultants who have confirmed that the proposed development does not require an EIAR or Stage 2 Appropriate Assessment. Please refer to supporting documentation which includes the Environmental Impact Screening Report, and the Appropriate Assessment Screening Report.

6.0 Consultations

6.1 Consultation with local businesses

A non-statutory consultation was held in 2018 with local businesses and facilitated by Redscape Landscape & Urbanism to brainstorm and discuss ideas for the space. The consultation was attended by 14 stakeholders. A summary report was produced by Redscape which identified the main outcomes of the consultation. These outcomes informed the brief for design development.

In early 2023 a presentation was made to businesses facilitated by Dublin Town to gather information and comments on the developing project.

In 2024, during the preliminary design stage, an information session was held with local businesses to discuss the project and the proposed layout. 14 representatives of local businesses attended.

Dublin City Council provided a presentation outlining the project objectives and early design schematics. Aspects of the improvement works including paving, lighting, planting, street furniture and vehicle access were discussed. Attendees highlighted concerns regarding delivery access, bin collections, bollards, potential anti-social behaviour and construction timelines.

6.2 Consultation with Disabled Persons Organisations, DPOs

At the preliminary design stage the project team reached out to all registered DPOs, inviting them to submit comments. In 2023 a response was received from Voice of Vision Impairment (VVI) and a site walk was carried out to demonstrate the extent of the project area and discuss the accessibility issues in the area and possible solutions. In 2024 all registered DPOs were again contacted and invited to participate in an Accessibility Workshop for the scheme. Two Accessibility Workshops were held and attended by members of Dublin City DPO and Voice of Vision Impairment (VVI). Responses were also received from Physical Impairment Ireland, AsIAm and Headway and although these DPOs were unable to attend the Accessibility Workshop some comments were received.

At the Accessibility Workshops Dublin City Council presented a digital presentation in accessible format, outlining the project objectives, early design principles, existing issues and constraints. Consultation processes, pedestrianisation, clear accessible pedestrian routes, pedestrian crossings, tactile surfaces, traffic restrictions and access for blue badge vehicles, level surfaces, colour contrast, street furniture and bollards were discussed. Dublin City DPO and VVI provided feedback to the design team. A record of all discussions and items agreed was shared with the attendees.

6.3 Consultation with Public Participation Network, PPN

During the preliminary design stage, Dublin City Councils' PPN Coordinator invited all PPN members to a digital Accessibility Workshop. No responses were received to this invitation. It was noted by the Design Team that members of Dublin City DPO who attended a DPO workshop are representatives of the Disability Thematic Group of the Dublin City PPN.

6.4 Consultation with Councillors

During the preliminary design stage Dublin City Council invited local Councillors to a briefing on the proposed design. 3 Councillors attended the meeting along with Dublin City Council Area Office staff. Aspects of the improvement works, including bicycle stands, public lighting, construction timeframe and potential antisocial behaviour were discussed.

6.5 Consultation with Community Gardai

Following consultation with various groups the design team met with local community gardai to brief them on the proposed improvement works. Issues which may contribute

to antisocial behaviour and the successful aspects of other public spaces in the area were discussed.

6.6 Design development following consultations

Following initial consultations with the various groups the design team carried out detailed reviews of the scheme to refine the proposals. Concerns and observations were examined in the context of the design proposal and changes were made to the proposal based on the feedback received through consultations, which will serve to improve the accessibility and add vibrancy to this area of the city.

6.7 Future consultation / ongoing engagement

The design team have committed to support the DPOs in understanding the Part 8 application prior to its lodgement, and to continue engagement through the post planning, detailed design process.

Dublin City Council are eager to work with the DPOs / PPN to develop design solutions that will improve accessibility for all, and aim to continue this consultation approach on future projects. The design team will also work closely with local businesses, and Councillors in developing the detailed design, and will provide updates throughout the process.

6.8 Dublin City Council Internal Consultation

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. The requirements of the various departments are reflected in this report.

6.9 Consultation with Transport Infrastructure Ireland (TII)

During the preliminary design stage the project team consulted with TII regarding proposed work adjacent to the Luas line on Marlborough Street. TII have submitted an initial list of observations and conditions for the scheme. Consultation with TII will continue during the detailed design stage and their requirements and conditions will be considered in the design development and implemented as part of the construction works.

6.10 Consultation with National Transport Authority (NTA)

During the preliminary design stage the project team consulted with NTA regarding existing and future plans and needs for public and private transport on the scheme, with particular attention to the location and operation of the bus stops on Cathal Brugha Street. Consultation with the NTA will continue during the detailed design stage and their requirements and conditions will be considered in the design development and included and implemented as part of the construction works.

6.11 Consultation with outside Service Utilities

Initial consultation has taken place with relevant outside service utilities. Dublin City Council will engage more extensively with them during the detailed design stage to establish their requirements.

6.12 Phasing of construction works

The public realm improvement construction works will be delivered in a series of work-fronts related to an overall traffic management plan. This plan will be designed to minimise the disruption to traffic-movement and to stakeholders during the works. Dublin City Council will engage closely with businesses, residents and other stakeholders to agree this plan during the detailed design stage.

7.0 Design Proposals

7.1 In line with design objectives set out under section 1 above, the vision for this scheme is to extend the high quality O'Connell Street experience into this key area, utilising a design which prioritises pedestrians and public space activation to provide opportunities for place making and add economic value by converting these streets into destinations to visit and linger in, rather than to simply pass through.

The intention is to deliver a high quality canvas for a bustling street life, which will attract the general public throughout the day and night. The church, hotels and Further Education and Training College on the street contribute to an active street with high footfall throughout the day. The design will place a particular focus on universal design and conservation, new greening interventions, public lighting and seating.

7.2 Proposals include for the removal of the existing footpath surfaces within the redline project area and the reconstruction of footpaths with new granite flags.

7.3 Proposals include sections of narrowed carriageway on Cathal Brugha Street and Findlater Place allowing for increased footpath widths and build outs at junctions.

7.4 Proposals include the reconfiguration of the kerbside uses including the relocation of the existing DublinBikes station to the carriageway.

7.5 Proposals include for the retention of the existing trees and the introduction of new soft and hard landscaping at their bases.

7.6 Proposals include the introduction of new low level planting beds.

7.7 Proposals include the removal of the existing street furniture and their replacement with new street furniture including lamp standards, a water drinking fountain and seating.

- 7.8 Historic granite kerbing, paving and materials are to be retained and reused throughout.
- 7.9 Proposals include for new public lighting, as well as all necessary service, utility and associated site works.
- 7.10 Proposals include new road gullies in carriageways along realigned pavements including the buildout on Cathal Brugha Street.
- 7.11 The Works will be scheduled on a phased basis, following consultation with local businesses, and any necessary disruption will be kept to a minimum.

8.0 Traffic

- 8.1 Current traffic arrangements are as below:

Street: Cathal Brugha Street

Traffic: Two way traffic

Street: Findlater Place (cul-de-sac)

Traffic: Two way traffic

Street: Marlborough Street

Traffic: One way southbound traffic/ Luas tramline

- 8.2 The proposals include for the retention of the existing traffic management arrangement on Cathal Brugha Street and Marlborough Street. The western section of Findlater Place (west of the junction with Strong's Court) will be restricted to local access only and narrowed to a single carriageway width. The Loading Bay on the northern side of Cathal Brugha Street will be retained to facilitate loading and deliveries.

Street: Cathal Brugha Street

Traffic: Two way traffic

Street: Findlater Place (cul-de-sac)

Traffic: Two way traffic (Local access & deliveries only)

Note: Proposed vehicular restrictions will also apply to cyclists.

- 8.3 The proposals include for the reduction in carriageway width of the western section of Findlater Place (west of the junction with Strong's Court) allowing an increased width of footpath adjacent. This section of carriageway will be resurfaced.
- 8.4 The existing traffic island and signalised crossings at the O'Connell Street junction are to be maintained.

- 8.5** There are 2 no. existing 'on carriageway' bus stops on the north side of Cathal Brugha Street. The proposal provides 2 no. inline bus stops on the north of the carriageway on Cathal Brugha Street. The existing on carriageway bus stop on south side is to be retained.
- 8.6** A set down/ pickup coach parking bay is proposed on the north side of the Cathal Brugha Street carriageway.
- 8.7** There are 2 no. existing accessible on-street parking bays within the project area. The proposal includes to retain the 2 no. accessible on-street parking bays in new locations.
- 8.8** A loading/taxi bay is proposed on the north side of the Cathal Brugha Street carriageway. It is proposed that this will be time plated to allow for shared usage with loading hours of 07:00-19:00 and taxi hours of 19:00-07:00. The existing taxi rank on the south side of Cathal Brugha Street is to be retained.
- 8.9** It is proposed to relocate the existing 20 bike DublinBikes station from the footpath to the carriageway on the north side of the Cathal Brugha Street.
- 8.10** A build out is proposed on the north side of the Cathal Brugha Street at the junction of Marlborough Street.
- 8.11** Within the project area, cycling will be permitted wherever vehicular movements are permitted. Existing cycle stands are provided on the south side of Cathal Brugha Street. New cycle stands are proposed on the north side of the Cathal Brugha Street carriageway.
- 8.12** Operational Requirements
Details of the operational requirements of the businesses within the site area were submitted by local businesses to the Design Team. These included information on loading and deliveries, waste collections and staff parking. Vehicular access for wedding and funeral vehicles to the Church of Saint George and Saint Thomas was also discussed during the consultation with businesses.
Findlater Place is the primary access route for access deliveries, collections and staff parking for these businesses. Businesses reported that access is required to entrances on Findlater Place 24 hours a day, 7 days a week. Deliveries and collections occur throughout the day and week. A small number of staff vehicles (circa 5 no.) also access Findlater Place throughout the week. The existing loading bay on Cathal Brugha Street is also used for deliveries.
The proposals include for the western section of Findlater Place (west of the junction with Strong's Court) to be restricted to local access only and narrowed to a single carriageway width. This will not impede access for loading and deliveries. The Loading Bay on the northern side of Cathal Brugha Street will be retained to facilitate loading and deliveries.

9.0 Universal Access

- 9.1** One of the priority objectives for this project is to improve the pedestrian experience. The Dublin City Public Realm Strategy 'Your City Your Space' 2012, states:

'The council intends that all projects undertaken can be accessed, understood and will appeal to all regardless of ability, age or knowledge.'

- 9.2** The 7 Principles of Universal Design, listed below, have been considered during the design process, and a comprehensive consultation process has taken place with DPO's and PPN bodies, as noted in section 6.

Principle 1: Equitable Use

Principle 2: Flexibility in Use

Principle 3: Simple and Intuitive Use

Principle 4: Perceptible Information

Principle 5: Tolerance for Error

Principle 6: Low Physical Effort.

Principle 7: Size and Space for Approach and Use

- 9.3** Existing controlled crossings with tactile paving indicators are located at the O'Connell Street and Marlborough Street junctions. There is an existing uncontrolled crossing point with tactile paving indicators at the junction of Findlater Place and Marlborough Street. New uncontrolled crossing points will have appropriate tactile paving indicators to assist with accessibility and orientation.
- 9.4** Different materials will be used for the footpath and carriageway to indicate the change in purpose, and Dublin City Council will continue to engage with the DPOs during detailed design stages to develop a suitable product to differentiate the areas for those with visual impairments.
- 9.5** A Stage 1 Road Safety Audit has been carried out and its recommendations have been incorporated into the proposal. A further Road Safety Audit, Stage 2, will be carried out at detailed design stage and other road safety audits at each subsequent stage of the project.
- 9.6** Auto-tracking of the junctions at Cathal Brugha Street and Findlater Place has been carried out taking into consideration bus, coach, fire tender and refuse truck movements and the junction layouts have been designed accordingly. Dublin City Council will engage further with all the various internal departments, businesses and emergency services during the development of the detailed design to ensure the final layout is acceptable to all.

10.0 Environment & Sustainability

10.1 Climate action considerations have been considered throughout the design, with particular focus on mobility, planting and biodiversity, material specification and energy reduction included to minimise the impact on climate change.

10.2 In line with 'Your City - Your Space', Dublin City's Public Realm Strategy (2012) this proposal implements a movement hierarchy with walking prioritised, followed by cycling, public transport and lastly private transport.

The design encourages a shift towards more sustainable transport modes by providing a more pedestrian friendly environment and cycling infrastructure. Carriageways have been narrowed as much as possible to slow traffic, existing accessible car parking has been maintained with 2 accessible parking bays provided.

Footpaths have been widened to create to enhance the pedestrian experience, allowing opportunities for seating and space for people to meet and congregate.

10.3 An essential part of place-making is the appropriate layout of urban planting schemes to improve the visual quality and environmental richness of the city.

Ground penetrating surveys of the project area identified cellars and extensive utility services under much of the footpaths and carriageways. City Architects worked in conjunction with Dublin City Council Parks Department to find suitable locations for planting opportunities and to select species suited to this urban environment (i.e. can withstand drought, pollutants and urban heat).

Greening proposals for this project include in-ground low planting to enhance the existing mature trees, which offer the following benefits:

- Reduce pollutants in the air – healthier air, healthier city.
- Help cool streets in the summer – shading and holding moisture.
- Help warm streets in the winter by trapping air below their canopies.
- Their visual presence reduces stress levels of city inhabitants and visitors.
- Visually attractive and softens the urban street landscape.

Dublin City Council recognise that the existing mature trees are the most prominent feature and amenity in the public realm and must be maintained, protected and nurtured. Dublin City Council have appointed a specialist landscape architect to prepare a full landscaping design package for the scheme including work methodology and tree protection plan, to ensure no negative impact to the existing mature trees due to the construction works. Dublin City Council will also engage a specialist Arborist for the scheme duration, to carry out initial and ongoing *Arboricultural Impact Assessments* and to offer advice and oversee the works

10.4 Opportunities to develop habitats has also been considered as part of the urban planting scheme and a variety of species of plants are proposed.

10.5 Surface water management and SuDS (Sustainable Urban Drainage Systems) help reduce flood risk, prevent pollution and create and sustain better environments for both nature and people. A potential location for a SUDs planter has been identified to the rear of the Church subject to further investigations.

10.6 Dublin City Public Realm Strategy 'Your City Your Space' 2012 notes,

'The provision of a high quality public realm has an environmental impact, whether through the environmental cost of the materials used or the resources used for maintenance and renewal. Future works and practices need to take these into account when decisions are made. Coordinated efforts are required to reduce such impacts. The design of the public realm affects the city's ability to withstand or accommodate the impacts of a changing climate.'

Proposals include for the retention and reuse of existing historic paving and kerbs for both conservation and sustainable reasons. This reduces the amount of new material required and old material going to landfill. Local stone e.g. Leinster granite has been specified where possible to limit the carbon footprint, and each materials durability, maintenance and recycle potential has been considered as part of the circular economy.

10.7 LED public lighting fittings are proposed throughout the scheme to deliver public lighting. LED's offer a positive sustainable impact, by reducing electricity consumption.

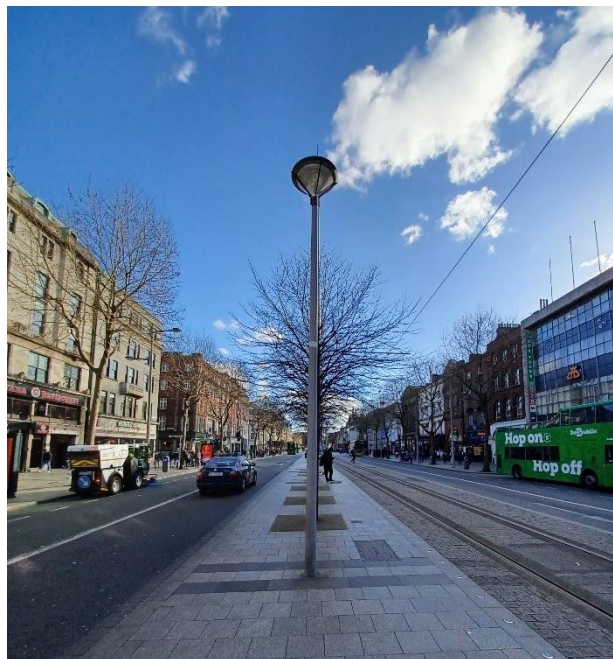


Figure 4 Public light fitting

- 10.8** Feature lighting may be incorporated as part of the proposed public lighting to provide a high quality backdrop for activity and animation at the pedestrian area. Suitable locations will be determined during detail design stage, for example at the building edge, at the proposed planting or seating.
- 10.9** A water bottle refill station is proposed to provide free drinking water and to reduce plastic waste.



Figure 5 Image of water bottle refill station on Clarendon Row.

- 10.10** Green procurement and sustainable construction management waste plans (which minimise landfill, encourage recycling, salvaging, etc.) will be incorporated into the project's delivery.
- 10.11** Quality materials are proposed to ensure durability and minimise future maintenance requirements.
- 10.12** A Construction Management Plan will be developed by the Contractor, prior to works commencing on site. This plan will include a Construction Environmental Plan, which will outline the measures that will be implemented on site to manage and control any environmental impacts (noise, vibration, air quality - dust, water contamination etc.), that project construction work activities may generate and which may impact on the general public, local properties and environment.

11.0 Archaeology and Conservation

11.1 Architectural Conservation Areas

The project is located within the O'Connell Street Architectural Conservation Area, and the O'Connell Street and Environs Area of Special Planning Control.

11.2 Protected Structures

There are 3 protected structures located adjacent to the site: the Gresham Hotel, the Church of Saint George and Saint Thomas, and the Further Education & Training College building. Please refer to the accompanying Conservation Report for the conservation method statement.

11.3 Zone of archaeological potential & Record of Monuments and Places

The Study Area lies adjacent to a zone of archaeological potential of the historic town of Dublin, a Record of Monuments and Places (RMP) as Established under Section 12 of the National Monuments (Amendment) Act 1994. Please refer to the accompanying Conservation Report & Archaeological Report for a full list of the Record of Monuments & Places nearby.

11.4 Any surviving historical material is of architectural, technical, historical and artistic significance, which enriches the setting of the historic buildings along the street.

The 'Study of Historic Street Surfaces in Dublin' prepared by Lotts Architecture and Urbanism, 2009, notes:

Historic Street surfaces help define the character and identity of a place. Aside from their visual appeal they are tangible evidence of the history of a town, and can deepen the understanding among citizens of the cultural heritage of their city. Well maintained and properly conserved street surfaces are an expression of a confident, caring society and foster civic pride amongst residents and admiration from visitors. Incremental loss of such features of the historic environment erodes this value and depreciates the character of the city.

Visual distinctiveness in the public realm is a valuable asset which adds to the quality of life associated with the city in a time when international competition has intensified between cities for the ability to attract tourists and knowledge-based industries. Modern paving, even if it is of high quality, rarely achieves the distinctiveness which is intrinsic to well-worn traditional street surfaces, made of indigenous materials following long established practices.

11.5 The proposals includes for the reinstatement of any historic paving and kerbing in their original locations as far as practically possible so as to protect the legibility and understanding of the historic streets and the line of their pavements. No alterations are proposed to historic cellar lights, other than remedial work where required.

- 11.6** During the design stage, consultations were carried out with Dublin City Council's Conservation Officer and City Archaeologist. Rubicon Heritage consultancy services were engaged to carry out an archaeological assessment on the proposals and an Architectural Heritage Impact Assessment (AHIA) was prepared by a design team member with Grade 3 conservation accreditation. See supporting documentation.
- 11.7** Proposals are to be carried out in line with Department of Heritage Advice Series for Paving, including best conservation practice procedures on the lifting and relaying of historic street surfaces.
- 11.8** The recommendations as outlined in the Conservation Report will be implemented during the project and Dublin City Council will engage a RIAI Grade I or II Conservation Architect or suitably qualified conservation specialist. The DCC Conservation Officer will be consulted in advance to approve work methodology and to oversee the works.
- 11.9** The recommendations as outlined in the Archaeological, Architectural and Cultural Impact Assessment Report will be implemented during the project. Dublin City Council will engage an Archaeologist to monitor all works including demolition and ground disturbance associated with the development. The City Archaeologist will be consulted in advance to approve work methodology and to oversee the works.

12.0 Material Palette

- 12.1** To extend the high quality O'Connell Street palette into the area, this project will predominantly use granite flags and kerbs to pathways and asphalt to carriageways. This visually calm material palette will complement the existing facades and streetscapes, and avoid visual conflict.

13.0 Street Furniture

Places to rest in the form of public benches are proposed to make the area more accessible to vulnerable users including the elderly, some will incorporate back rests and arm rests to make them more age-friendly.

- 13.1** Street furniture (benches, bins, cycle stands etc.) will be selected to ensure durability and minimal maintenance. The designs will take account the needs of vulnerable users including positioning the street furniture outside of accessible routes.



Figure 6 Image of Dublin City Council litter bin

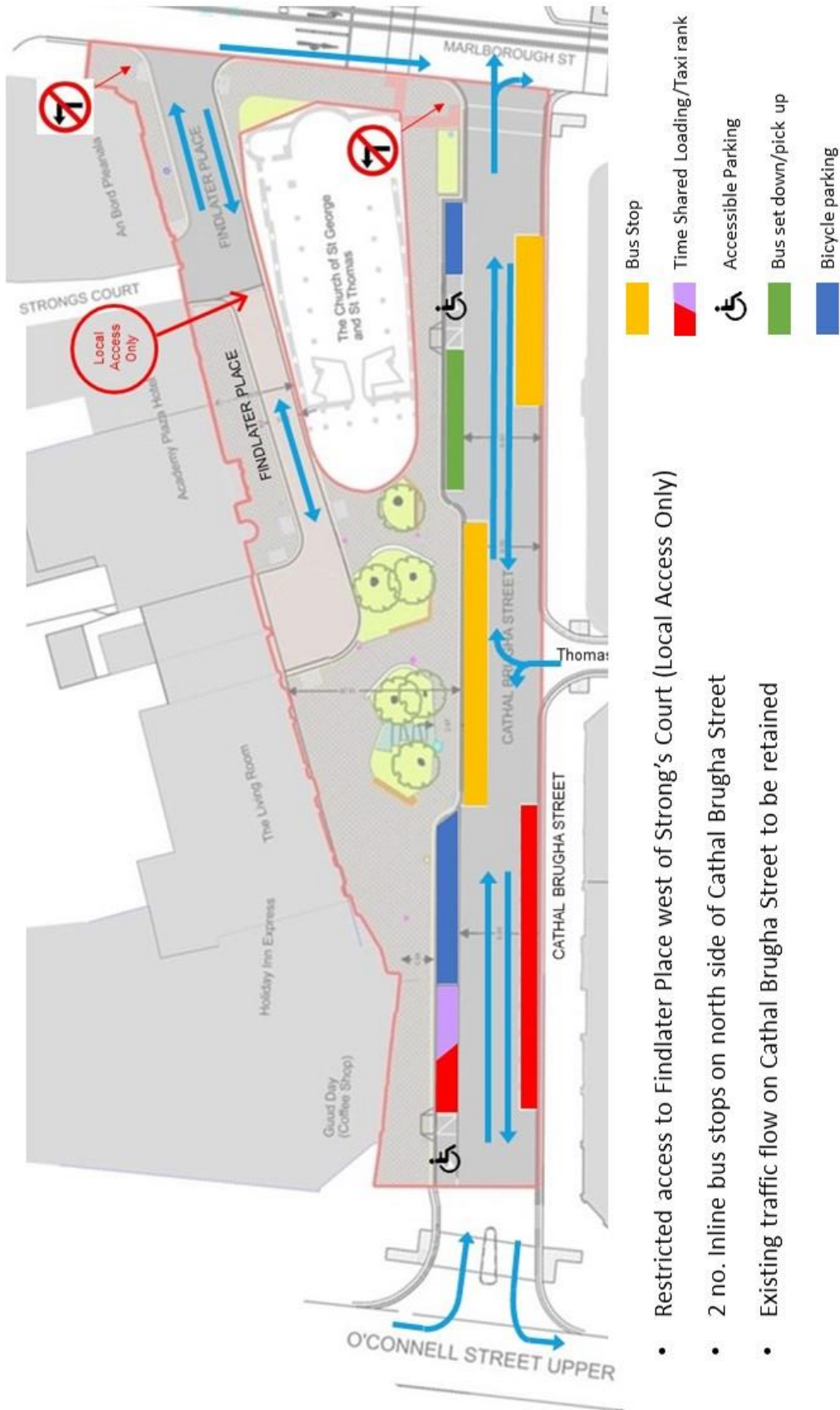
14.0 Supporting documentation

14.1 Supporting reports, include:

- 14.1.1 Archaeological Assessment
- 14.1.2 Conservation Report – Architectural Heritage Impact Assessment
- 14.1.3 Appropriate Assessment Screening Report
- 14.1.4 Environmental Impact Assessment – Preliminary Examination Report

Appendix A: Proposed traffic flows and kerbside use diagram

Proposed Traffic Flow & Kerbside Uses



- Restricted access to Findlater Place west of Strong's Court (Local Access Only)
- 2 no. inline bus stops on north side of Cathal Brugha Street
- Existing traffic flow on Cathal Brugha Street to be retained