

Dublin City Council

**Proposed College Green Project -
ABP Ref No: 29SJA0039**

Response to further information
request from An Bord Pleanála on
behalf of Dublin City Council

REP1

Issue | 19 October 2017

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Contents

	Page
1 Introduction and Scope	1
2 Background	1
2.1 Vision for Dublin City	1
2.2 Planning Policy	2
3 Further Information Request Responses	3
3.1 Further Information Request No. 1	3
3.2 Further Information Request No. 2	5
3.3 Further Information Request No.3	41
3.4 Further Information Request No.4	45
3.5 Further Information Request No. 5	46
3.6 Further Information Request No. 6	50
3.7 Further Information Request No. 7	56
3.8 Further Information Request No. 8	58
3.9 Further Information Request No. 9	71
4 Other Issues Raised in Submissions	72
4.1 Introduction	72
4.2 Cycle Parking	72
4.3 Surface Loadings and Finishes	73
4.4 Trees, Street Furniture and Statues/Memorials	74
4.5 Plaza Security and Public Events	76
4.6 Access and Segregation	77
4.7 Consultation and Public Notice	79
4.8 Luas Cross City	81
4.9 Environmental Impact Assessment Report (EIAR)	82
4.10 Dublin City Development Plan Policies/ Objectives	84
5 Conclusion	87
6 References	88

Appendix A

Schedule of Amendments to the EIAR

Appendix B

NTA Modelling Report

Appendix C

GPS Survey

Appendix D

Vibration Monitoring Report

Appendix E

Cross Section Drawing through the front gate of Trinity

Appendix F

Clifton Scannell Emerson - College Green Improvements

Appendix G

Socio-Economics Impact Assessment Report

1 Introduction and Scope

This report has been prepared in response to the letter from An Bord Pleanála dated 10th August 2017 seeking further information in relation to the Proposed College Green Project (Planning Ref No: 29SJA0039).

This report has been prepared on behalf of Dublin City Council. The report responds on an issue-by-issue basis to the nine queries in the request for further information (RFI), as set out by An Bord Pleanála.

Further to responding to this RFI, this report also provides a response to a number of submissions received during the public consultation period which the applicant considers not to be directly addressed in any of the RFI responses.

2 Background

2.1 Vision for Dublin City

Over the last two decades, the movement vision for Dublin City has been one where people and goods move predominantly by sustainable modes. It has been the policy of several development plans to encourage a modal shift from private car use to public transport, walking and cycling. The long term vision for the city centre (within the canals) is to reduce the private car mode share by modal shift and better provision of public transport and cycling facilities. The removal of through traffic, which has no destination in the city centre, is a key element of the policy approach.

The city has been successful in reducing the modal split for private cars from 50% in 2006 to 32% in 2016. This has been achieved through proactive planning and traffic management policies coupled with improvements in public transport and cycling infrastructure. In 2016, of the 202,001 people crossing the canal in the morning, 48.6% came by public transport, 32.1% came by car, 10.6% walked and 6% cycled. The way in which people access the city centre has thus transformed over time and Dublin City Council will continue to support this transition to a more sustainable city. The opening of Luas Cross City will further encourage more access by public transport.

The Proposed College Green Project has and will continue to play an important role in achieving the movement vision for Dublin City. The implementation of new bus prioritisation measures introduced on the Quays in August 2017 has delivered faster bus services in this area. The Proposed College Green Project will play a crucial role in delivering the vision of a pedestrian friendly city core set out in the public realm master plan for the city core *The Heart of Dublin City Centre Public Realm Masterplan, June 2016*. It is a key part of the route connecting the vibrant pedestrian friendly quarters of Grafton Street, Temple Bar and Henry Street. The College Green Plaza will provide a legible connection between these areas and the two retail cores of the city and will allow for ease of movement for pedestrians.

The Heart of the City Masterplan not only sets out the public realm vision for the city core, it is a work programme for the next two decades to which Dublin City Council is committed in order to progress the vision of a pedestrian friendly city core, where pedestrians are the top of the movement hierarchy.

Resources have been put in place to deliver the masterplan and work has begun on other sections of this key pedestrian route such as Temple Bar Square/Crown Alley and Liffey Street. The proposed public realm improvements along this route including College Green Plaza will provide additional space for pedestrians, additional opportunities for permeability and will transform the pedestrian experience of the city centre. The Heart of the City Masterplan recognises that pedestrian space where people of all ages and ability moves. It is also where people linger and where the life of the city unfolds. It states that the *existing pedestrian environment in the city core is under serious pressure from competing demands and because of inadequate space. The pedestrian-friendly areas are segregated from each other by traffic-dominated routes.* The Proposed Project will be the stage at the heart of the city that brings all these spaces and activities together.

2.2 Planning Policy

The Heart of the City Masterplan sets out the key actions and projects to deliver a high-quality public realm in and between key public spaces, both in established and emerging clusters. The key elements of this public space network are: The River Liffey quays, including the campshires and the Liffey boardwalk, the grand civic spine from Parnell Square to Christchurch, via O'Connell Street, College Green and Dame Street, extending this network to adjacent regeneration areas, for example, the Liberties, Grangegorman and the Docklands.

It is the Policy of Dublin City Council as outlined in the Development Plan 2016-2022:

SC2: To develop the city's character by cherishing and enhancing Dublin's renowned streets, civic spaces and squares; to create further new streets as part of the public realm when the opportunities arise; to protect the grain, scale and vitality of city streets; to revitalise the north and south Georgian squares and their environs, and to upgrade Dame Street/ College Green as part of the Grand Civic Spine.

SC3: To develop a sustainable network of safe, clean, attractive pedestrian routes, lanes and cycleways in order to make the city more coherent and navigable.

SC4: To promote a variety of recreational and cultural events in the city's civic spaces. SC5: To promote the urban design and architectural principles set out in Chapter 15, and in the Dublin City Public Realm Strategy 2012, in order to achieve a quality, compact, well-connected city.

The Proposed Project is comprehensively supported by relevant policies.