



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Report on Comments and Observations on the Grafton Street Quarter Draft Public Realm Plan

The Grafton Street Quarter Draft Public Realm Plan was launched by Lord Mayor of Dublin, Oisín Quinn on Friday, 25th October 2013. Written observations with respect to the proposals within the Draft Public Realm Plan could be submitted until Friday, 15th November 2013. As this is a non-statutory document there was a degree of flexibility when accepting late submissions. The Grafton Street Quarter Draft Public Realm Plan is welcomed and supported by the majority of submissions.

35 submissions were received from a variety of agencies including the National Transport Authority, An Taisce, Dublin City BID and the Department of Health. Submissions were also received from a number of businesses and business organisations located in the Grafton Street Quarter including local businesses as well as from interested members of the public (see Appendix 1 for a full listing).

Dublin City Council wishes to express its appreciation to those who reviewed the Grafton Street Quarter Draft Public Realm Plan and took the time to make submissions. Each of the 35 submissions received were fully considered by the Grafton Street Quarter Project Team and have been included in this report. Comments gathered from this consultation process will inform and influence the future development of the detailed improvement proposals across the Grafton Street Quarter.

There was a degree of overlap in the observations and these are summarised below under the following headings;

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|---------------------------------------|---|
| A. Accessibility | I. Public Facilities |
| B. Busking / Street Performers | J. Public Realm |
| C. Cycling / Traffic / Transport | K. Shopfronts |
| D. Greening Strategy | L. Street Furniture |
| E. Lighting | M. General Requests for Amendments to the Draft Public Realm Plan |
| F. Littering | N. Issues outside the remit of the Draft Public Realm Plan |
| G. Planning / Dublin Development Plan | |
| H. Public Art | |

A. Accessibility

1. **Issue:** When carrying out repaving of the streets within the Quarter access to all shops / restaurants should be '*ramped*' to facilitate wheelchairs users. This problem is more prevalent on streets off Grafton Street. (Submission # 1)

Response: Dublin City Council advocates a public realm that incorporates Universal Design principles which have and will continue to be used so that the Grafton Street Quarter design and delivery creates spaces that are safe, easy to navigate and easily facilitate daily life and for all to use regardless of age or ability. In addition, the City Council will continue to engage with property owners to encourage them to provide level building entrances when upgrading their premises.

Recommendation: It is proposed to amend the document by including the following text; 'Dublin City Council, in partnership with businesses representative groups, will continue to engage with property owners to encourage them to upgrade their premises to provide universally accessible building entranceways' (see page 42 of the Grafton Street Quarter Public Realm Plan).

B. Busking / Street Performers

2. **Issue:** Ban the use of amplification for busking. (Submission # 2)

Response: At its meeting of 2nd September 2013, Dublin City Council approved the initiation of a public consultation process in relation to formulating Bye Laws for Control of Street Performers Bye-Laws 2013 (Busking). A number of public submissions in relation to the Draft Control of Street Performers Bye Laws 2013 (Busking) were submitted in writing to Dublin City Council, prior to 12.00 noon Thursday 28th November 2013. These submissions are currently being considered and it is proposed that a final version of the draft Bye laws will be presented to a future meeting of City Council for approval.

Recommendation: No change to document.

3. **Issue:** Designate areas for busking which do not block access to businesses, block walkways or slow the movement of pedestrians. (Submission #11)

Response: At its meeting of 2nd September 2013, Dublin City Council approved the initiation of a public consultation process in relation to formulating Bye Laws for Control of Street Performers Bye-Laws 2013 (Busking). A number of public submissions in relation to the Draft Control of Street Performers Bye Laws 2013 (Busking) were submitted in writing to Dublin City Council, prior to 12.00 noon Thursday 28th November 2013. These submissions are currently being considered and it is proposed that a final version of the draft Bye laws will be presented to a future meeting of City Council for approval.

Recommendation: No change to document.

C. Cycling / Traffic / Transport

4. **Issue:** Improve road surface for cycle lanes. Introduce proper cycle lanes and contra flow lanes in the Grafton Street Quarter to help cyclists traverse the area. (Submission # 3, 4)

Response: It would not be possible to provide cycle lanes of a width required by current guidance on these streets.

Recommendation: No change to document.

5. **Issue:** The bicycle locking facilities on Grafton Street Lower clog up valuable space and should be located elsewhere. (Submission # 10)

Response: Locations for high capacity secure cycle parking facilities are currently being investigated.

Recommendation: No change to document.

6. **Issue:** Place cycle lanes on / or beside Luas tracks. (Submission # 11)

Response: It is not legal for cyclists to cycle on Luas tracks. There is a lack of consistency in the space available adjacent to Luas tracks. Therefore it would be

- difficult to provide cycle lanes beside Luas tracks.
- Recommendation:** No change to document.
7. **Issue:** Secure / CCTV bike parking is also a huge benefit and should be mandatory for any car parking operator to provide. (Submission # 24)
Response: Locations for high capacity secure cycle parking facilities are currently being investigated.
Recommendation: No change to document.
 8. **Issue:** South Anne Street; increased bicycle parking facilities as currently bicycles are locked to lampposts etc. which looks unsightly. Suggests dedicated CCTV directed at the bicycle parking area to encourage people to use the designated area. (Submission # 24)
Response: Locations for high capacity secure cycle parking facilities are currently being investigated.
Recommendation: No change to document.
 9. **Issue:** Increase the number of incidental cycle parking in place of car parking spaces in the area. (Submission # 25)
Response: Locations for high capacity secure cycle parking facilities are currently being investigated.
Recommendation: No change to document.
 10. **Issue:** Pedestrianise Dame Court and Dame Lane so it can be further developed as an event space. The junction of Dame Lane and Dame Court has already proved its usefulness as a public events space, it makes sense to look at the area as a “no cars” zone. (Submission # 9, 11)
Response: It is not possible to entirely (i.e. 24 hour basis) remove vehicles from this area as access must be provided for deliveries and for access to existing parking areas to the rear of premises, particularly on Dame Lane.
Recommendation: No change to document.
 11. **Issue:** Grafton Street Quarter, (mainly South William St, Dawson Street South Anne Street and Duke Street), should be closed off to all traffic after a certain time and business should be allowed to use the road to provide extra seating or space to customers with no extra costs. (Submission # 11)
Response: The closure of these streets from vehicular traffic is not possible due to the access, loading/servicing and parking requirements of the area.
Recommendation: No change to document.
 12. **Issue:** Regulate the number of taxis which are in the Grafton Street Quarter. The current high volumes of taxis cause major traffic disruption with many illegally parked. This interferes with pedestrians’ enjoyment of the area. (Submission # 11)
Response: Dublin City Council proposes to review the current Appointed Stands (Street Service Vehicles) Bye-Laws 2011 (also referred to as the Taxi Rank Bye-Laws) and recently invited submissions from members of the public and other interested parties on the provision of taxi ranks in the Dublin City Council area. The submissions received from this public consultation period will be taken into consideration in the development of new draft Bye-Laws. A statutory consultation process will take place later this year.
Recommendation: No change to document.
 13. **Issue:** Maintain vehicular access on St. Andrew Street to Church Lane. (Submission # 12)
Response: The Public Realm Plan proposes public realm improvements aimed at significantly improving the environment for pedestrians across the Grafton Street Quarter. However, it is not proposed to pedestrianise St. Andrew Street nor remove access to Church Lane.
Recommendation: No change to document.
 14. **Issue:** Maintain loading bays outside the Post Office on St. Andrew’s Street (Submission # 12)

- Response:** The development of the Grafton Street Quarter will ensure the servicing and loading needs of retailers and business are catered for. This will entail origin / destination studies on traffic to differentiate through traffic from that which generates an economic benefit. It also entails assessment of loading and servicing patterns and ensuring that these needs be catered for.
- Recommendation:** No change to document.
15. **Issue:** Introduce traffic measures to prevent any further illegal parking along footpaths on St Andrew's Street and damage to the cellars of premises. (Submission # 12)
- Response:** The provision of bollards may be an option but this would be a matter for Roads Maintenance Division.
- Recommendation:** This matter will be referred to Roads Maintenance for attention.
16. **Issue:** Pedestrianise South William Street on a trial basis from the exit from the Brown Thomas car park to Chatham Row (cars exiting the Brown Thomas car park would turn right on South William Street to Wicklow Street). This would allow business owners and members of the public time to make suggestions and tweak possible routes, delivery times etc. (Submission # 12, 20, 21)
- Response:** This would increase traffic on the Clarendon Street to Mercer Street route to levels which would require a redesign of the route as a predominantly vehicular route with appropriate traffic infrastructure such as traffic lights and pedestrian crossings etc. This is considered undesirable.
- Recommendation:** No change to document.
17. **Issue:** Suffolk Street, Church Lane and the section of Grafton Street between Nassau Street and College Green area; the National Transport Authority (NTA) is reviewing the possibility of public transport routing changes which would have the potential to allow further enhancement of the area, should those proposals prove feasible. (Submission # 13)
- Response:** Dublin City Council, in partnership with the NTA, is developing design concepts for the College Green area that function not only in terms of traffic movement but also as civic space. The proposal will also include lower Grafton Street, Trinity Street and Church Lane.
- Recommendation:** No change to document.
18. **Issue:** William Street South / Andrew Street spine area, which is under consideration as a potential cycling corridor under the GOA Cycle Network proposals currently being finalised by the National Transport Authority. There is a significant challenge in achieving a north-south corridor of an appropriate quality from south of St. Stephen's Green through the city centre core, and a potential corridor along this William Street South/ Andrew Street route is under consideration. (Submission # 13)
- Response:** This is acknowledged. The DCC/NTA City Centre Study will consider all current transport proposals consistent with development plan policies.
- Recommendation:** No change to document.
19. **Issue:** The South Great George's Street area; further public transport changes and enhancements are under consideration by the National Transport Agency. (Submission # 13)
- Response:** This is acknowledged. The DCC/NTA City Centre Study will consider all current transport proposals consistent with development plan policies.
- Recommendation:** No change to document.
20. **Issue:** Greater scope for pedestrianisation and improved cycle permeability within the area, above what is envisaged in the Draft Plan. Also scope for narrow carriageway on Exchequer Street and the full pedestrianisation of Dame Court (perhaps with a performance space or a permanent market area). (Submission # 18)
- Response:** Full 24 hour pedestrianisation of Dame Court is not possible but removing vehicles from this area from 7pm to 7am has been agreed in principle. Regarding cycle

permeability within the area, the DCC/NTA City Centre Study will consider all current transport proposals, including provision for cyclists, consistent with development plan policies.

Recommendation: No change to document.

21. **Issue:** Reduce on street car parking spaces on South William Street. (Submission # 20)

Response: General movement, access and parking requirements of the area will be considered in the context of the wider City Centre study currently being undertaken by DCC and NTA. The DCC/NTA City Centre Study will consider all current transport proposals consistent with development plan policies.

Recommendation: No change to document.

22. **Issue:** Pedestrianise section of Chatham Row (from South William Street to Clarendon Street), remove the railings in front of the DIT School of Music and make a plaza / outdoor performance space. Reduce the size of pedestrianised area on South King Street – open section from Clarendon Row to Johnson Place to traffic exiting from Clarendon Street. This section of the street is windy. (Submission # 20)

Response: General movement, access and parking requirements of the area will be considered in the context of the wider City Centre study currently being undertaken by DCC and NTA. The DCC/NTA City Centre Study will consider all current transport proposals consistent with development plan policies.

Recommendation: No change to document.

23. **Issue:** The plans do not indicate additional cycle parking. We presume that this is part of the proposals but just not shown on the drawings? In many places in the city, such as Nassau Street, the narrowness of the pavements that prevent the 'lingering' opportunities being sought in your study are exacerbated by a lone bicycle attached to a lamppost /street sign that has fallen over and is constricting pedestrian movement. (Submission # 25)

Response: Locations for high capacity secure cycle parking facilities are currently being investigated.

Recommendation: No change to document.

24. **Issue:** Nassau Street and Merrion Square proliferation of coach parking that is destroying our urban heritage by presenting a wall of coaches inhibiting views of the attractive Trinity College wall (and of the Georgian buildings of Merrion Square). It is I know a separate issue to find a long-term solution for tourist (and commuter) bus parking so that they are not accommodated within the very spaces we want the tourists to be admiring. (Submission # 25)

Response: Dublin City Council's Roads & Traffic Department and City Architect's Department, in partnership with the National Transport Authority, propose to develop comprehensive design concepts for the College Green Area which will incorporate the Luas Cross City proposals. In addition to this Dublin City Council's Traffic Dept is in initial stages of a study on Nassau Street coach parking and will carry out a public consultation later in the process.

Recommendation: No change to document.

25. **Issue:** Maintain vehicular access to Chatham Street / Balfe Street / Clarendon Street / Johnson Place. (Submission # 26)

Response: It is a priority of the Design Team to improve the pedestrian environment in the Quarter whilst reducing the dominance of traffic. However, it is recognised that the maintenance of vehicular access routes for deliveries, servicing and to the multi-storey car parks is essential to the economic life of the area. Vehicular access through the street network in the Quarter will largely remain unchanged in the short-term.

Recommendation: No change to document.

26. **Issue:** Pedestrianise more streets within the Grafton Street Quarter or limit the time traffic can access streets (early morning deliveries similar to the Grafton Street delivery regime). (Submission # 27)
Response: It is a priority of the Design Team to improve the pedestrian environment in the Quarter whilst reducing the dominance of traffic. However, it is recognised that the maintenance of vehicular access routes for deliveries, servicing and to the multi-storey car parks is essential to the economic life of the area. Vehicular access through the street network in the Quarter will largely remain unchanged in the short-term.
Recommendation: No change to document.
27. **Issue:** Maintain vehicular access to St. Stephen’s Green West to ensure the continued viability of businesses at that location. (Submission # 28)
Response: It is a priority of the Design Team to improve the pedestrian environment in the Quarter whilst reducing the dominance of traffic. However, it is recognised that the maintenance of vehicular access routes for deliveries, servicing and to the multi-storey car parks is essential to the economic life of the area. Vehicular access through the street network in the Quarter will largely remain unchanged in the short-term.
Recommendation: No change to document.
28. **Issue:** Would welcome more contra flow cycle lanes in the Grafton Street Quarter which has a high proportion of one-way streets. (Submission # 30)
Response: It would not be possible to provide cycle lanes of a width required by current guidance on these streets.
Recommendation: No change to document.
29. **Issue:** Severely curtail all motorised traffic, including taxis, on the minor streets around Grafton Street. (Submission # 30)
Response: It is a priority of the Design Team to improve the pedestrian environment in the Quarter whilst reducing the dominance of traffic. However, it is recognised that the maintenance of vehicular access routes for deliveries, servicing and to the multi-storey car parks is essential to the economic life of the area. Vehicular access through the street network in the Quarter will largely remain unchanged in the short-term.
Recommendation: No change to document.
30. **Issue:** Would welcome the introduction of cargo bikes as an alternative to vehicular deliveries. (Submission # 30)
Response: DCC promotes the use of cargo bikes and is currently piloting a scheme in the city.
Recommendation: Include an objective in document to promote cargo bikes for delivery (see page 54 of the Grafton Street Quarter Public Realm Plan).
31. **Issue:** Permit cyclists to use all minor streets (in both directions) with priority given to pedestrians. (Submission # 30)
Response: This is currently not possible.
Recommendation: No change to document.
32. **Issue:** Permit cyclists to use Grafton Street in the early morning and late evening. (Submission # 30)
Response: This could lead to serious pedestrian/cyclist conflict due to the very high levels of pedestrian activity on Grafton Street. Pedestrians are not confined to dedicated routes on the street and therefore tend to wander.
Recommendation: No change to document.
33. **Issue:** Take a more comprehensive view of links for pedestrians and cyclists from the Grafton Street Quarter to the rest of the city centre. (Submission # 30)
Response: General movement, access and parking requirements of the area, including those of pedestrians and cyclists, will be considered in the context of the wider City Centre study currently being undertaken by DCC and NTA. The DCC/NTA

City Centre Study will consider all current transport proposals consistent with development plan policies.

Recommendation: No change to document.

34. **Issue:** Remove all on street car parking in favour of wider pavement space and provision only for loading access by permit. (Submission # 30)

Response: General movement, access and parking requirements of the area, including those of delivery and service vehicles, will be considered in the context of the wider City Centre study currently being undertaken by DCC and NTA. The DCC/NTA City Centre Study will consider all current transport proposals consistent with development plan policies.

Recommendation: No change to document.

35. **Issue:** Bike parking needs to be multi-location as cyclists are just like pedestrians and pop in to shop / dine. (Submission # 30)

Response: This is acknowledged. Locations for cycle parking including high density secure cycle parking facilities are currently being investigated.

Recommendation: No change to document.

36. **Issue:** Bike parking on side streets off very busy streets is a good choice. (Submission # 30)

Response: Locations for cycle parking including high density secure cycle parking facilities are currently being investigated.

Recommendation: No change to document.

37. **Issue:** Enforce a policy to deal with illegally parked or abandoned bicycles, which will inevitably be required as cyclist numbers continue to grow. (Submission # 30)

Response: This requires a high capacity alternative such as the Drury Street cycle park facility. Locations for cycle parking including high density secure cycle parking facilities are currently being investigated.

Recommendation: No change to document.

38. **Issue:** A strategy and vision to switch a large bulk of commercial deliveries to cycle based deliveries. (Submission # 30)

Response: DCC promotes the use of cargo bikes and is currently piloting a scheme in the city.

Recommendation: Include an objective in document to promote cargo bikes for delivery.

39. **Issue:** Give permit-only access to delivery vehicles and cap size and weight. (Submission # 30)

Response: General movement, access and parking requirements of the area, including those of delivery and service vehicles, will be considered in the context of the wider City Centre study currently being undertaken by DCC and NTA. The DCC/NTA City Centre Study will consider all current transport proposals consistent with development plan policies.

Recommendation: No change to document.

D. Greening Strategy

40. **Issue:** All businesses in Dame District fully support this process. Would like to see tree planting on Dame Court and potentially some level of greening or vertical greening on Dame Lane. (Submission #9)

Response: This will be considered within the context of the Greening Strategy, vertical greening on buildings on Dame Lane would require partnership with property owners, if property owners are interested in pursuing this they should provide their contact details.

Recommendation: No change to document

41. **Issue:** Remove the London Plane trees on Grafton Street Lower and College Green. These were planted only in the 1970s in an almost random arrangement. They narrow this very busy footpath, obstructing the flow of pedestrians. Their bases are surrounded in low quality tarmac which creates an uneven surface for people, especially difficult for those with

disabilities. They obscure views of Trinity and Bank of Ireland from Grafton Street and from further up Dame Street. The Henry Grattan statue is almost completely hidden by their foliage. (Submission # 10)

Response: Some of these trees have recently been removed recently. Dublin City Council, in partnership with the NTA, is developing design concepts for the College Green area that function not only in terms of traffic movement but also as civic space. The proposal will also include Lower Grafton Street, Trinity Street and Church Lane.

Recommendation: No change to document.

42. **Issue:** Welcomes the methods used to green Fade Street and Clarendon Street under their pilot schemes and would like to see more of this in the area. Also encouraged by references to planted areas, seating areas, incidental spaces and the creation of more leisurely spaces in the area which are contained in the strategy. (Submission # 18)

Response: These approaches will be continued under the Public Realm Improvement Proposals and will be included in the Greening Strategy.

Recommendation: No change to document.

43. **Issue:** South William Street; planting of trees would be welcome and soften the streetscape. (Submission # 20)

Response: It is a key priority of the Project Team to develop a strategic approach to tree planting and maintenance in the area with particular emphasis on increasing the number of significant trees in appropriate locations. This is being considered within the context of the Greening Strategy.

Recommendation: No change to document.

44. **Issue:** Clarendon Row – greening of this road would make it a pleasant link way from Grafton Street to George’s Street. (Submission # 20)

Response: it is a key priority of the Project Team to investigate innovative possibilities for increasing urban planting in the area and this is being considered within the context of the Greening Strategy.

Recommendation: No change to document.

45. **Issue:** Plant trees on Chatham Row and close off to traffic. (Submission # 20)

Response: It is a key priority of the Project Team to develop a strategic approach to tree planting and maintenance in the area with particular emphasis on increasing the number of significant trees in appropriate locations this is being considered within the context of the Greening Strategy. General movement, access and parking requirements of the area will be considered in the context of the wider City Centre study currently being undertaken by DCC and NTA. The DCC/NTA City Centre Study will consider all current transport proposals consistent with development plan policies.

Recommendation: No change to document.

46. **Issue:** Planting of grass should be considered as a priority where appropriate. (Submission # 23)

Response: It is a key priority of the Project team to investigate innovative possibilities to increase the role of urban planting in reducing storm water runoff. This is being considered within the context of the Greening Strategy.

Recommendation: No change to document.

47. **Issue:** Planting should be simple and consistent avoiding the introduction of too many varieties. (Submission # 23)

Response: Plant varieties are being considered within the context of the Greening Strategy.

Recommendation: No change to document.

48. **Issue:** Clarendon Street pilot scheme containers are unsightly, are labour intensive and are costly to maintain. (Submission # 23)

Response: The Clarendon Street and Clarendon Row scheme was undertaken to enhance capacity for north south pedestrian movement through the Grafton Street Quarter. The

temporary nature of the scheme required the use of planters to accommodate the planting scheme, rather than in-ground planting. The use of planters in the public realm is not uncommon and they are used throughout this city and internationally. They form an important part of the palette of street furniture and materials that are available for civic decoration.

Recommendation: No change to document.

49. **Issue:** Planting of trees would make a significant contribution to the enhancement of the public realm from an aesthetic and environmental perspective. (Submission # 23)

Response: It is a key priority of the Project Team to develop a strategic approach to tree planting and maintenance in the area with particular emphasis on increasing the number of significant trees in appropriate locations this is being considered within the context of the Greening Strategy.

Recommendation: No change to document.

50. **Issue:** Planting on roofs in historic settings such as the Grafton Street Quarter is incongruous and damaging to the character of the area and should not be considered. (Submission # 23)

Response: it is a key priority of the Project team to investigate possibilities for increasing urban planting by looking at all structural surfaces including; ground plain, vertical plain, roofs plain and, where appropriate, the introduction of new green structures. This is being considered within the context of the Greening Strategy.

Recommendation: No change to the document.

51. **Issue:** Proposal to have new trees in some city streets might not be appropriate in some of the narrow grained streets such as Clarendon Street. Street trees are not elements of all parts of Dublin's morphology. (Submission # 25)

Response: It is a key priority of the Project Team to develop a strategic approach to tree planting and maintenance in the area with particular emphasis on increasing the number of significant trees in appropriate locations. This is being considered within the context of the Greening Strategy.

Recommendation: No change to document.

E. Lighting

52. **Issue:** Improve the lighting levels at the south end of Drury Street, particularly from the junction of Fade Street down onto Stephen Street Lower. Despite the improved lighting and vibrancy of Fade Street the junction area either side of Brooks Hotel is dark and unwelcoming, additional lighting in this area is necessary to create a safe and welcoming environment and to complement the improved paving. (Submission # 27)

Response: The Grafton Street Quarter Project Team acknowledge that the creation of a safe environment for pedestrian and traffic movement is the prime requirement of public lighting but also enhancement, highlighting and enlivening of spaces and façades. Public lighting schemes will be addressed on a project by project basis and will be incorporated into a comprehensive public realm design for each individual street.

Recommendation: No change to the document.

53. **Issue:** Improve public lighting in the area as the Grafton Street Quarter this important evening and night time destination. (Submission # 27)

Response: The Grafton Street Quarter Project Team acknowledge that the creation of a safe environment for pedestrian and traffic movement is the prime requirement of public lighting but also enhancement, highlighting and enlivening of spaces and façades. Public lighting schemes will be addressed on a project by project basis and will be incorporated into a comprehensive public realm design for each individual project area.

Recommendation: No change to the document.

F. Littering

54. **Issue:** Less tolerance on littering, people who throw away chewing gum and pet owners who do not pick up their dog's fouling. (Submission # 2)

Response: Dublin City Council's Litter Wardens patrol Grafton Street and other streets within the Quarter on a daily basis and if people are caught depositing chewing gum on the ground a fine will be issued. In relation to Dog Fouling if people are caught not picking up their dog's fouling then a fine will also be issued.

Recommendation: No change to document.

G. Planning / Dublin Development Plan

55. **Issue:** 'Ambition to create a new pedestrian link from Drury Street to South William Street and Grafton Street'; There is no mention of how the proposed pathway will benefit any aspect of the plan and therefore the purpose of this pathway is unapparent. (Submission # 17)

Response: The Retail Core Framework Plan 2006 sets out some guiding strategies to underpin the creation of a number of new streets to provide essential links between established retail streets and clusters of potential new retail developments. It is the intention that these new streets will develop their own distinctive character, providing new shop units and complementary uses. One of the main proposed links is from Fade Street to Harry Street. The Dublin City Development Plan 2011 – 2017 lists the creation of this new street link as one of the key guiding strategies of the plan to underpin the strengthening, consolidation and enhancement of the south retail core.

Recommendation: It is proposed to amend reference to the ambition to create a new street link to the following text; 'The Dublin City Development Plan identifies a new pedestrian link from Harry Street westwards to Fade Street. It is an objective of the Grafton Street Quarter Public Realm Plan to examine in detail the feasibility of this link and to undertake a study, in consultation with local property owners, to identify a line for such a link. Such a link would only be developed with the full consent and support of the relevant property owners on the affected streets'. In addition to this, the relevant maps in the Grafton Street Quarter Public Realm Plan have been amended by the removal of the reference to the 'Possible Future Pedestrian Link' (see pages 67, 72, 73, 74 and 75 the Grafton Street Quarter Public Realm Plan).

56. **Issue:** Objection to the 'long term planning ambition to create a new pedestrian link from Drury Street to South William Street and Grafton Street'. Businesses operating in the premises affected by the pathway have not been consulted. (Submission # 17)

Response: The Retail Core Framework Plan sets out some guiding strategies to underpin the creation of a number of new streets to provide essential links between established retail streets and clusters of potential new retail developments. It is the intention that these new streets will develop their own distinctive character, providing new shop units and complementary uses. One of the main proposed links is from Fade Street to Harry Street.

Recommendation: It is proposed to amend reference to the ambition to create a new pedestrian link to the following text; 'The City Development Plan identifies a new pedestrian link from Harry Street westwards to Fade Street. It is an objective of the Grafton Street Quarter Public Realm Plan to examine in detail the feasibility of this link and to undertake a study, in consultation with local property owners, to identify a line for such a link. Such a link would only be developed with the full consent and support of the relevant property owners on the affected streets'. In addition to this, the relevant maps in the Grafton Street Quarter Public Realm Plan have been amended by the removal of the reference to the 'Possible Future Pedestrian Link' (see pages 67, 72, 73, 74 and 75 the Grafton Street Quarter Public Realm Plan).

57. **Issue:** Concerned about the reference to a potential pedestrian access through our property. Request that this is omitted from the Public Realm Plan as this will interfere with long term business plans. (Submission # 26)
- Response:** The Retail Core Framework Plan sets out some guiding strategies to underpin the creation of a number of new streets to provide essential links between established retail streets and clusters of potential new retail developments. It is the intention that these new streets will develop their own distinctive character, providing new shop units and complementary uses. One of the main proposed links is from Fade Street to Harry Street.
- Recommendation:** It is proposed to amend reference to the ambition to create a new pedestrian link to the following text; 'The City Development Plan identifies a new pedestrian link from Harry Street westwards to Fade Street. It is an objective of the Grafton Street Quarter Public Realm Plan to examine in detail the feasibility of this link and to undertake a study, in consultation with local property owners, to identify a line for such a link. Such a link would only be developed with the full consent and support of the relevant property owners on the affected streets'. In addition to this, the relevant maps in the Grafton Street Quarter Public Realm Plan have been amended by the removal of the reference to the 'Possible Future Pedestrian Link' (see pages 67, 72, 73, 74 and 75 the Grafton Street Quarter Public Realm Plan).
58. **Issue:** Businesses would like to have sufficient notice of all Part 8 applications and sufficient detail in order to consult with their head offices or seek specialist advice in advance of making any submissions. (Submission # 27)
- Response:** Dublin City Council Part 8 planning applications are subject to a public consultation process as set out in the Planning & Development Regulations, 2001 - 2012. This procedure requires that notice of the proposed development be given in the public press and that a site notice be erected. Following this process, a report is presented to the members of the City Council. This report contains details of submissions made (if any) along with a summary of the points made and the Local Authority's response. Arising from consideration of the representations, the report sets out whether or not it is proposed to proceed as originally planned or to proceed with a modified proposal.
- Recommendation:** No change to document.
59. **Issue:** Strongly opposed to the introduction of the proposed pedestrian street which appears to run directly through our premises on Clarendon Street. (Submission # 33)
- Response:** The Retail Core Framework Plan sets out some guiding strategies to underpin the creation of a number of new streets to provide essential links between established retail streets and clusters of potential new retail developments. It is the intention that these new streets will develop their own distinctive character, providing new shop units and complementary uses. One of the main proposed links is from Fade Street to Harry Street.
- Recommendation:** It is proposed to amend reference to the ambition to create a new pedestrian link to the following text; 'The City Development Plan identifies a new pedestrian link from Harry Street westwards to Fade Street. It is an objective of the Grafton Street Quarter Public Realm Plan to examine in detail the feasibility of this link and to undertake a study, in consultation with local property owners, to identify a line for such a link. Such a link would only be developed with the full consent and support of the relevant property owners on the affected streets'. In addition to this, the relevant maps in the Grafton Street Quarter Public Realm Plan have been amended by the removal of the reference to the 'Possible Future Pedestrian Link' (see pages 67, 72, 73, 74 and 75 the Grafton Street Quarter Public Realm Plan).

H. Public Art

60. **Issue:** Request that the Molly Malone statue be relocated to Moore Street. (Submission # 15)
Response: Dublin City Council's Public Arts and Cultural Advisory Group have supported the proposed temporary move of the statue to St Andrews Church and opposed the proposal to locate it temporarily in Moore Street.
Recommendation: No change to the document.
61. **Issue:** Detailed proposal to erect a life-sized, life-like sculpture of the Giant Irish Dear on South King Street at its junction with Mercer Street. (Submission # 31)
Response: This proposal was submitted to Dublin City Council's Public Art Advisory Group (now the Arts and Cultural Advisory Group) in November 2012 and was rejected.
Recommendation: No change to the document.
62. **Issue:** Would welcome the installation of a James Joyce statue on Duke Street. (Submission # 35)
Response: There is already a statue of James Joyce located on North Earl Street, Dublin 1. A proposal for any new piece of public art should be formally submitted to Dublin City Council's Arts and Cultural Advisory Group.
Recommendation: No change to the document.

I. Public Facilities

63. **Issue:** Make provision for public toilet facilities which are properly managed / pay for use. It was suggested that there could be a charge for using the facilities which could contribute to the running of the facility. (Submission # 2, 11)
Response: There is no provision in the City Council's current budget to develop permanent toilet facilities. Dublin City Council has made provision in the 2014 budget to continue the operation of temporary public conveniences to cater for major events and late night requirements in the city centre. A new tender competition to provide these facilities was conducted in 2013. The City Council is in contact with a number of business organisations in the city to seek their views on possible involvement in a partnership scheme to extend access to their private facilities. We will continue to develop this initiative.
Recommendation: No change to the document.
64. **Issue:** Provide free drinking water facilities. (Submission # 11)
Response: No provision has been made by Dublin City Council in the 2014 budget to provide public drinking water facilities.
Recommendation: No change to documentation.

J. Public Realm

65. **Issue:** Support for the desire to establish a pedestrian entrance into Dublin Castle from South Great George's Street (opposite Fade Street). It was suggested that 2 vacant properties on South Great George's Street should be acquired by Dublin City Council and demolished in order to make this possible. (Submission # 5)
Response: This is one of the key priorities listed in Chapter 4 Built Environment, under Section 4.10 South Great George's Street.
Recommendation: No change to the document.
66. **Issue:** Extend the Grafton Street paving scheme to South Anne Street in the immediate future as the ground surface is in such a poor state of repair and is restricting a business from licensing an outside seating area. In addition to improved paving it was requested that a review of street furniture be carried out on South Anne Street as a portion of the existing street furniture is in a poor state of repair or is redundant. (Submission # 7)
Response: The overall programming of the Grafton Street Quarter improvement works will be determined by a number of factors. The Dublin City Development Plan 2011-2017, the

retail Strategy for the Greater Dublin Area 2008-2016 and the Dublin City Public Realm Strategy all describe hierarchies of streets that must be considered in the determination of programme sequence. Other factors such as existing condition, extent of disruption, current Luas Cross City construction programme, traffic management impacts and pedestrian safety will also have a bearing on the order in which the projects are carried out.

Recommendation: No change to the document.

67. **Issue:** Repave Lemon Street and include a LED coloured feature-lighting installation. (Submission # 8)

Response: The Grafton Street Quarter Project Team acknowledge that the creation of a safe environment for pedestrian and traffic movement is the prime requirement of public lighting but also enhancement, highlighting and enlivening of spaces and façades. Public lighting schemes will be addressed on a project by project basis and will be incorporated into a comprehensive public realm design for each individual project area. The overall programming of the Grafton Street Quarter improvement works will be determined by a number of factors such as existing condition, extent of disruption, traffic management impacts and pedestrian safety will also have a bearing on the order in which the projects are carried out.

Recommendation: No change to document.

68. **Issue:** Civic Space on Kildare Street adjacent to Agriculture House should be used for outdoor markets. (Submission # 11)

Response: This civic space is owned and maintained by the Office of Public Works / Leinster House Facilities Management.

Recommendation: The Project Team will refer this submission to the Office for Public Works for consideration.

69. **Issue:** Widen the footpaths in the Grafton Street Quarter to allow for outdoor seating. (Submission # 11)

Response: It is stated in the document that increasing the width of footpaths and reducing the dominance of traffic is a priority when designing the new public realm in the Quarter. This will be achieved through the removal of on-street parking. In addition to this, the Grafton Street Quarter Project Team propose to identify pausing places off the main movement routes and to optimise in the design their potential for stopping, sitting and observing by the use of paving, planting and seating. These quieter places may be possible in such streets as Harry Street, Chatham Street, Clarendon Row, Dame Court, Johnson Place and around St. Andrew's Church.

Recommendation: No change to the document.

70. **Issue:** Create an event space in St. Stephen's Green for family events. (Submission # 11)

Response: St. Stephen's Green is under the control and management of the Office of Public Works. The request contained in the submission will be forwarded to them.

Recommendation: No change to document.

71. **Issue:** Reinstate antique granite kerbing removed from St. Andrew's Street. (Submission # 12)

Response: This submission will be referred to Roads Maintenance section for their attention.

Recommendation: No change to document.

72. **Issue:** Clarendon Street; consultant submission on behalf of Statutory Receiver for a substantial landholding on the street requests that the Project Team meet with them with regard to any future plans for Clarendon Street. (Submission # 16)

Response: Queries in relation to proposed public realm improvements can be made to grafftonstreetquarter@dublincity.ie and requests for a meeting will be accommodated.

Recommendation: No change to document.

73. **Issue:** Dublin City Council should support the use of Irish stone as paving for the area. (Submission # 18)

Response: The Grafton Street Quarter Project Team is endeavouring to use Irish stone where possible. The following are the approximate overall percentages by stone type on the Grafton Street Improvement Scheme;

Footways (Leinster Granite & Kerry Red Limestone) - 50%

Carriageway (Iberian silver grey granite) - 40%

Junction Areas (Pink Iberian Granite) - 10%

Recommendation: No change to document.

74. **Issue:** There is a general thrust within recent DCC policy from the City Development Plan to this public realm plan, to reduce the level of clutter on streets in the city. However, I am concerned that some sections of the Council, particularly its Roads Dept, appear oblivious to this. Fade Street, for example, saw a considerable increase in the number of bollards, sign poles etc. as a result of its public realm works in 2011. The commitment of the Council to reduce street clutter must be meaningful and the unnecessary addition of street furniture and excessive signage and the costs it incurs must be addressed by the 'Public Realm Team' within the Council. (Submission # 18)

Response: While there is a desire to declutter completely, and every effort is made to do this, there are legal and statutory barriers to this in relation to traffic signage, road markings, traffic lights, utility infrastructure etc.

Recommendation: No change to document.

75. **Issue:** Support for the greening methods used on Fade Street and Clarendon Street and would like to see more of this in the area. Also welcomes the references to planted areas, seating areas, incidental spaces and the creation of more leisurely spaces in the area which are referred to in the document. (Submission # 18)

Response: These approaches will be continued under the Public Realm Improvement Proposals and will be included in the Greening Strategy.

Recommendation: No change to document.

76. **Issue:** St Andrew's Street – would like to see a new canopied zone reserved for performances in the proposed plaza. (Submission # 22)

Response: The Project Team propose, in consultation with the owner's of St. Andrew's Church, to investigate the possibility of creating an urban park space around the church to significantly improve the environment for pedestrians. The proposed interventions will include paving, street planting, seating and public lighting.

Recommendation: No change to the document.

77. **Issue:** It would be helpful if the design strategy sought to soften the engineering impact of the Luas where it interfaces with the scheme. Luas finishes have not enhanced either St. Stephen's Green or Abbey Street. The tram path tends to be treated as an engineering insertion where pedestrians are to be discouraged and the street thus divided and to an extent made hostile. This should be contrasted with Seville where a Luas system the same as ours is brought up a wide pedestrianised street with a uniform surface finish. This in the Cathedral Quarter. The trackway is just there, it maintains a quality civic character, and does not serve to divide the space. It can be seen on Google Streetview, although the street is empty in the photos. (Submission # 25)

Response: Dublin City Council, in partnership with the NTA, is developing design concepts to incorporate a high class public realm around proposals for the Luas Cross City route that function not only in terms of traffic movement but also as civic spaces. The proposal will include Lower Grafton Street and College Green.

Recommendation: No change to the document.

78. **Issue:** Remove the temporary scheme from Clarendon Street and replace with an upgraded quality finish. (Submission # 26)

Response: The temporary Clarendon Street and Clarendon Row scheme was undertaken to enhance capacity for north south pedestrian movement through the Grafton Street Quarter.

The temporary nature of the scheme required the use of low cost materials to accommodate the planting scheme, rather than in-ground planting. The public realm in Clarendon Street and Clarendon Row will be revisited in the coming years as these streets are included in the list of proposed principal interventions.

Recommendation: No change to document.

79. **Issue:** Include the upgrade of Balfe Street in Group 1 priority projects and provide detail for same in the Plan. (Submission # 26)

Response: Balfe Street is one of a number of streets to the west of Grafton Street which will receive public realm enhancements once the Grafton Street Improvement Scheme is complete.

Recommendation: It is proposed to amend the document by including reference to 'Balfe Street' under the heading Group 1 Projects along with Chatham Street and Harry Street. However, it is not proposed to include detailed drawings of the interventions as these have not yet been developed. These proposed interventions will be subject to the Part 8 planning process.

80. **Issue:** Upgrade lanes and side streets including Dame Lane and Court, Lemon Street and Duke Lane Upper, Anne's Lane, Johnson Court, Joshua Lane and St. Andrew's Lane. Invest in new paving, additional lighting and traffic calming measures such as the removal of on street parking or the creation of part-pedestrian areas (after 11am or even evening only after 7pm pedestrian zones) could create substantial benefits for users. (Submission # 27)

Response: Some of the above named side streets and laneways are included on the Grafton Street Quarter map for future public realm improvements which would include a review and possible upgrade of paving and public lighting. It is the ambition of the Project Team to enhance the pedestrian environment in the GSQ by removing on-street parking whilst maintaining delivery and servicing access to the area.

Recommendation: No change to the document.

81. **Issue:** Increase scope for outdoor seating in general in the Grafton Street Quarter. An area like Dame Lane and Court is a quality outdoor space. It can be easily enhanced by allowing outdoor seating, street planting or public art as well as a wealth of potential uses for the area as a performance space. We are pleased with the recent part-pedestrianisation of Dame Court (7pm -6am) and would encourage a similar traffic management approach be adopted with Dame Lane. This would reduce the risk of concentrating local traffic flows (especially taxis) in the Dame Lane area. Similarly we would encourage the use of short term street interventions to look at ways to better animate the space. With the changing nature of retail due to the growth on online shopping, research states that we are fast approaching a point where there will be an oversupply of retail space in the city centre. This oversupply will have to be filled by hospitality, leisure and cultural uses, these changing uses will have to be considered as part of the public realm, such as the provision of outdoor seating and event spaces, Dame Lane and Court can satisfy both of these requirements. (Submission # 27)

Response: The proposal to extend the partial pedestrianisation of Dame Court to Dame Lane has been forwarded to the City Council's Traffic Advisory Group. The proposal is currently under review by the Traffic Engineer. The use of other short term interventions is being considered for locations within the Grafton Street Quarter, including Dame Court and Dame Lane.

Recommendation: No change to the document.

82. **Issue:** Develop South Anne Street / Anne's Lane to draw attention to a little known side street in the city. Anne's Lane is an important delivery and service area for businesses on Dawson Street, Grafton Street and St. Stephen's Green North but it is also home to a wide variety of quality independent businesses. The design plan for the area should consider how the repaved street and carriageway could encourage pedestrians to pause in this area, while lighting and signage could be used to draw attention to the laneway and all that it has to

offer. One other important issue for consideration in relation to Anne's Lane is the use of the area for waste collection. Due to the age and nature of the buildings that back onto Anne's Lane it is not always possible to store waste on site and bins can begin to clutter the lane and obstruct shop-fronts of businesses trading directly into the laneway. Consideration should be given to ways in which the public realm design could better assist the tidy storage of waste bins in the laneway. (Submission # 27)

Response: The Project Team will analyse and identify the precise needs of each individual street and space and will formulate appropriate design responses to address these needs on a street by street basis.

Recommendation: No change to document.

83. **Issue:** Look forward to working closely with the Grafton Street Quarter to further develop the picturesque side street of Johnson Court. At present it is not sufficiently inviting but a modest design proposal could encourage pedestrians to visit Clarendon Street which is currently under-utilised. (Submission # 27)

Response: Johnson Court is included in the next set of streets to be improved subsequent to the completion of the Grafton Street Improvement Scheme. The design proposals will be subject to the Part 8 planning proposals and submissions will be invited from members of the public and property owners in the area.

Recommendation: No change to the document.

84. **Issue:** Use loading bays on Clarendon Street / Clarendon Row in the afternoons / evenings as outdoor dining areas to create street activity. (Submission # 27)

Response: This proposal has been reviewed by Dublin City Council's Traffic Dept which will arrange to prepare an issues paper detailing Traffic Dept's position on the above proposal.

Recommendation: no change to the document.

85. **Issue:** Use the area of waste ground at the rear of Rick's Burgers at the junction of Dame Lane and South Great George's Street as a small park or public seating area with improved lighting This area would also be perfect as a dublinbikes location or as a possible alternative to the proposed stand in Dame Court as it would directly serve South Great George's Street as a major thoroughfare. (Submission # 27)

Response: Expressions of interest were invited by Dublin City Council in 2012/2013 for the redevelopment of this small underused space for an active use and the enhancement of the public space. Following a refusal by An Bord Pleanala for the selected development proposal, there have been renewed efforts to secure an appropriate use which would bring more vibrancy to the street and also allow for the physical enhancement of this space.

Recommendation: No change to the document.

86. **Issue:** Increase the width of footpath areas on South William Street by relocating some of the bicycle rack infrastructure to areas where demands for outdoor seating are lower, increased bicycle parking in the area car parks as well as the use of laneways for bicycle parking as outlined by the NTA. A combination of all of these approaches could help limit on street clutter while ensuring that the growing demands from cyclists for safe bike parking are met. (Submission # 27)

Response: Locations for high capacity secure cycle parking facilities are currently being investigated.

Recommendation: No change to document.

87. **Issue:** Install short-term public seating on-street trials. Areas such as Dame Court, Duke Lane Upper or the junction of Dame Lane and South Great George's Street present public spaces that are underutilised, these areas could be subject to short term public seating trials, similar interventions could also be trialled on larger streets where there may be sufficient space. If the trials are successful the area in question could be earmarked for more permanent seating. Similar interventions are common in the UK and North America, where

they often use cheap but effective fold-up chairs or patio furniture for trial periods.
(Submission # 27)

Response: The proposal to extend the partial pedestrianisation of Dame Court to Dame Lane has been forwarded to the City Council's Traffic Advisory Group. The proposal is currently under review by the Traffic Engineer. The use of other short term interventions is being considered for locations within the Grafton Street Quarter, including some of the locations mentioned in this submission.

Recommendation: No change to the document

88. **Issue:** Support for shared surfaces - pedestrians and vehicles. (Submission # 28)

Response: The Public Realm Plan proposes to tilt the balance from the visual domination of cars in the Grafton Street Quarter, both parked and moving, to a calmer more pedestrian centred streetscape. This will be achieved by limiting on-street parking and redistributing the available street space by widening footpaths and narrowing the traffic carriageway. There also exists some opportunities to promote the use of shared surfaces where the carriageway will be paved in natural stone to differentiate it from asphalt treated trafficked areas.

Recommendation: No change to the document.

89. **Issue:** Dublin City Council to consider making the Grafton Street Quarter a tobacco free area, thereby further building on the positive progress towards making other open public areas tobacco free zones. (Submission # 29)

Response: Dublin City Council would be pleased to work in partnership with the Department of Health to investigate the possibility of the Grafton Street Quarter becoming a tobacco free area.

Recommendation: No change to document.

90. **Issue:** Listed historic surfacing / antique granite paving and kerbing should be maintained in situ and repaired in accordance with Dublin City Council's guidance manual for historic surfacing. Any new surfacing should be simplified as much as possible avoiding differing colours and use of multi-coloured, multi patterned paving. (Submission # 32)

Response: It is the intention of the Project Team to preserve, repair and retain in situ historic elements of significance in the public realm including railings, milestones, city ward stones, street furniture, ironmongery, and any historic kerbing and setts identified in Appendices 12 and 13 of the Dublin City Development Plan, and promote high standards for design, materials and workmanship in all public realm improvements. Works involving such elements shall be carried out in accordance with the Historic Street Surfaces in Dublin Conservation Study and Guidance Document (2009)

Recommendation: No change to document.

91. **Issue:** Welcomes the proposal to upgrade paving on Duke Street and would welcome an opportunity to meet with the Design Team regarding plans. (Submission # 35)

Response: Queries in relation to proposed public realm improvements can be made to graftonstreetquarter@dublincity.ie and requests for a meeting will be accommodated.

Recommendation: No change to document.

K. Shopfronts

92. **Issue:** Improve the appearance of shopfronts within the Quarter. (Submission # 2)

Response: Dublin City Council's Planning Department have been meeting with individual property owners in the area with a view to working in an advisory role to improve the appearance of shopfronts within the Quarter.

Recommendation: No change to document.

93. **Issue:** The City Council should prepare a short guidance on Shopfront Design to accompany this plan. The current DCC guidelines date from 2001 and are difficult to access on the DCC website. A short guide to good design would be helpful. There should also be an active

programme on the part of the Council to remove and restrict the now rampant level of high level signage and banners on some streets, such as South Anne Street and are significantly impacting on the quality of key vistas and streetscapes. It should be an action of this Public Realm Strategy to prepare a Shopfront Design Guidance document for Grafton Street Quarter. (Submission # 18)

Response: The current Dublin City Council Shopfront Design Guidelines are available from Dublin City Council's Planning Department on request. The Planning Department are available to meet with individual property owners in the area with a view to working in an advisory role to improve the appearance of shopfronts within the Quarter.

Recommendation: No change to document.

L. Street Furniture

94. **Issue:** Review street furniture in the entire Grafton Street Quarter as it is currently cluttered, including South Anne Street. (Submission # 7, 11)

Response: Some of the proliferation of street furniture, signage and other forms of street clutter in recent years is in response to legal requirements (traffic signage, road markings, traffic lights etc.); some is caused by low controls on informal installations and signage. This clutter has negatively affected the accessibility of spaces and their visual quality. Removing or reducing clutter where possible would contribute positively to the public realm. Under the direction of the Citywide Public Realm Strategy Group an audit of street furniture shall be carried out to identify the extent and location of redundant street furniture as a first step in decluttering the city as part of local public open space projects and other environmental projects. This will include private signage erected on Dublin City Council traffic poles and public lighting columns.

Recommendation: No change to document.

95. **Issue:** The heritage sign located on Grafton Street Lower giving information on the Malton prints of Dublin blocks the view of the very building it is trying to illustrate. It should be moved out of the middle of the path to one side where it does not block this view. (Submission # 10)

Response: Dublin City Council, in partnership with the NTA, is developing design concepts for the College Green area that function not only in terms of traffic movement but also as civic space. The proposal will also include lower Grafton Street, Trinity Street and Church Lane.

Recommendation: No change to document.

96. **Issue:** Remove redundant signs, poles and other clutter and create wide pedestrian crossings with painted road surfaces at Grafton Street Lower. (Submission # 10)

Response: Dublin City Council, in partnership with the NTA, is developing design concepts for the College Green area that function not only in terms of traffic movement but also as civic space. The proposal will also include Lower Grafton Street.

Recommendation: No change to document.

97. **Issue:** Traffic light control boxes are randomly placed on Grafton Street Lower and College Green. They block pedestrian flows and add to the clutter of the area. These should be placed underground or moved to the edge of a building. (Submission # 10)

Response: Dublin City Council, in partnership with the NTA, is developing design concepts for the College Green area that function not only in terms of traffic movement but also as civic space. The proposal will also include Lower Grafton Street.

Recommendation: No change to document.

98. **Issue:** The Eircom phone-box at Grafton Street Lower only serves as a garish advertising hoarding and blocks views of the BOI. It should be removed. A remnant of a Smart telecom phone box remains in place nearby and should be removed. (Submission # 10)

Response: Dublin City Council is currently carrying out a review and is exploring options in relation to the location and appearance of phone boxes in the City Centre area. Dublin City Council, in partnership with the NTA, is developing design concepts for the College Green area that function not only in terms of traffic movement but also as civic space. The proposal will also include Lower Grafton Street.

Recommendation: No change to document.

99. **Issue:** Dublin City Council should limit the range of materials being used throughout the area and retain as much as is possible more authentic elements of street furniture such as Dublin lamp standards etc. There is already a range of different styles and features appearing throughout the area (see Fade Street, Clarendon Street, South King Street, Grafton Street). This does not make for a particularly cohesive Quarter. (Submission # 18)

Response: It is the intention of the Project Team to preserve, repair and retain in situ historic elements of significance in the public realm including railings, milestones, city ward stones, street furniture, ironmongery, and any historic kerbing and setts identified in Appendices 12 and 13 of the Dublin City Development Plan, and promote high standards for design, materials and workmanship in all public realm improvements. Works involving such elements shall be carried out in accordance with the Historic Street Surfaces in Dublin Conservation Study and Guidance Document (2009)

Recommendation: No change to document.

100. **Issue:** Does not support the continued use of bland catalogue bought street lighting and furniture that continues to appear across the city centre. (Submission # 18)

Response: As part of the improvement of the public realm in Grafton Street, it was decided to hold competitions for artists and designers to design street furniture. On the 25th of October, a brief for the three competitions was launched by the Lord Mayor Oisín Quinn. The three commissions were for:

- Grafton Street Furniture Commission 1: A seat to be located at the top of Grafton Street between South King Street and Chatham Street.
- Grafton Street Furniture Commission 2: Twelve individual and unique artworks which will substitute for bollards along Grafton Street.
- Grafton Street Furniture Commission 3: One design for a 'perch seat bollard' of which ten will be located along Grafton Street.

A briefing meeting was held on the 7th of November and the closing date for submissions was Thursday 5th of December.

It was the opinion of the selection panel that as Grafton Street is of such importance within the public realm of Dublin City, that only proposals of exceptional quality would be short-listed for the commissions. As a result of the quality of proposals the selection panel decided that they would only short-list one proposal for Commission No 1 and that they would not short-list any proposals for the other two Commissions.

It is proposed that a new limited competition should be held for the commissioning of unique elements of street furniture for Grafton Street, which will focus on quality design and the functionality of the bollards along Grafton Street. Established experts in the field of design will be consulted and requested to nominate individuals and design practices with high level track records appropriate to the design challenges. Members of the Grafton Street project design team have had some initial discussions with design experts in the National College of Art and Design (NCAD) and the Dublin Institute of Technology (DIT) as well as leading designers in industry and internationally through Goldsmiths College at the University of London. Nominations will be sought which will include international as well as Irish designers. The competition will be simplified to an invitation to the nominated designers to present detailed design proposals based on a brief which will include visual material, technical design specifications and detailed costs (per bollard/perch seat bollard). Scope will be given to extend the design process to include other street furniture items.

A new high quality design public lighting scheme will be introduced later this year on Grafton Street.

Recommendation: No change to document.

101. **Issue:** Does not support the current street furniture being installed on Grafton Street and objects to the manner in which this important detail was withheld during the Part VIII process for Grafton Street and drip-fed as the works unfolded. Purchasing 'out of the catalogue' street furniture that is found in any town in Ireland is a lazy approach and is not appropriate to a set-piece streetscape such as Grafton Street. Would refer the Council to The Metals project undertaken by Dun Laoghaire County Council which imaginatively used high quality stylish street furniture combined with individual contemporary elements and features. (Submission # 18)

Response: As part of the improvement of the public realm in Grafton Street, it was decided to hold competitions for artists and designers to design street furniture. On the 25th of October, a brief for the three competitions was launched by the Lord Mayor Oisín Quinn. The three commissions were for:

- Grafton Street Furniture Commission 1: A seat to be located at the top of Grafton Street between South King Street and Chatham Street.
- Grafton Street Furniture Commission 2: Twelve individual and unique artworks which will substitute for bollards along Grafton Street.
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A briefing meeting was held on the 7th of November and the closing date for submissions was Thursday 5th of December.

It was the opinion of the selection panel that as Grafton Street is of such importance within the public realm of Dublin City, that only proposals of exceptional quality would be short-listed for the commissions. As a result of the quality of proposals the selection panel decided that they would only short-list one proposal for Commission No 1 and that they would not short-list any proposals for the other two Commissions.

It is now proposed that a new competition is organised which will focus on quality design and the functionality of the bollards along Grafton Street. The competition will be simplified to an invitation to designers to present detailed designs for a bollard and a related perch-seat bollard (based on the design of the plain bollard). In this way experts in the field of design could be attracted to the commissions. Members of the Grafton Street project design team have had some initial discussions with design experts in the National College of Art and Design (NCAD) and the Dublin Institute of Technology (DIT) as well as leading designers in industry and internationally through Goldsmiths College at the University of London.

It is proposed that a new limited competition should be held for the commissioning of unique elements of street furniture for Grafton Street, which will focus on quality design and the functionality of the bollards along Grafton Street. Established experts in the field of design will be consulted and requested to nominate individuals and design practices with high level track records appropriate to the design challenges. Members of the Grafton Street project design team have had some initial discussions with design experts in the National College of Art and Design (NCAD) and the Dublin Institute of Technology (DIT) as well as leading designers in industry and internationally through Goldsmiths College at the University of London. Nominations will be sought which will include international as well as Irish designers. The competition will be simplified to an invitation to the nominated designers to present detailed design proposals based on a brief which will include visual material, technical design specifications and detailed costs (per bollard/perch seat bollard). Scope will be given to extend the design process to include other street furniture items.

Recommendation: No change to document.

102. **Issue:** South William Street; street furniture should be sympathetic to Georgian architecture on the street or be bold and make a statement, not banal. (Submission # 20)
Response: It is a design ambition of the Project Team to provide for a high quality pedestrian experience throughout the Quarter by using high quality materials for paving and a range of high quality street furniture. It is also an ambition to ensure a sustainable level of quality into the future for maintenance, repair and replacement.
Recommendation: No change to document.
103. **Issue:** Street Furniture should be simple and consistent. There is an unsatisfactory variety of style and colour of street furniture in the city. (Submission # 23, 32)
Response: It is a design ambition of the Project Team to provide for a high quality pedestrian experience throughout the Quarter by using high quality materials for paving and a range of high quality street furniture. It is also an ambition to ensure a sustainable level of quality into the future for maintenance, repair and replacement.
Recommendation: No change to document.
104. **Issue:** Remove unnecessary street clutter from South Great George’s Street, such as the Eircom phone boxes on the East side of the street would also create a better pedestrian environment while adding greater potential for outdoor seating. At present these phone boxes are seldom used apart from unfortunate incidents of antisocial behaviour. Crews are often required to remove drug litter from these phone boxes or to power-wash them after they have been used as a public toilet, the removal of these phone boxes would be of overall benefit to the street. Due to its role as an evening time economy destination the street it should be provided with significantly wider pavements. (Submission # 27)
Response: Some of the proliferation of street furniture, signage and other forms of street clutter in recent years is in response to legal requirements (traffic signage, road markings, traffic lights etc.); some is caused by low controls on informal installations and signage. It is acknowledged that this clutter has negatively affected the accessibility of spaces and their visual quality. Removing or reducing clutter where possible would contribute positively to the public realm. Under the Citywide Public Realm Strategy an audit of street furniture shall be carried out to identify the extent and location of redundant street furniture as a first step in decluttering the city, South Great George’s Street will be included. This audit will include private signage erected on Dublin City Council traffic poles and public lighting columns. Dublin City Council is currently carrying out a review and is exploring options in relation to the location and appearance of phone boxes in the City Centre area.
Recommendation: No change to document.
105. **Issue:** Remove the unnecessary street furniture clutter from Duke Street. (Submission # 35)
Response: Some of the proliferation of street furniture, signage and other forms of street clutter in recent years is in response to legal requirements (traffic signage, road markings, traffic lights etc.); some is caused by low controls on informal installations and signage. It is acknowledged that this clutter has negatively affected the accessibility of spaces and their visual quality. Removing or reducing clutter where possible would contribute positively to the public realm. Under the direction of the Citywide Public Realm Strategy Group an audit of street furniture shall be carried out to identify the extent and location of redundant street furniture as a first step in decluttering the city, Duke Street will be included. This audit will include private signage erected on Dublin City Council traffic poles and public lighting columns.
Recommendation: No change to document.

M. General Requests for Amendments to the Grafton Street Quarter Draft Public Realm Plan

106. **Issue:** Section 4 - Built Environment; The document references South Great Georges Street Area page 33 section 4.10 to include Dame Court / Dame Lane - This is a completely different area, retail mix and customer to Dame District which covers Dame Court and Dame Lane. In

our view we would suggest that this be addressed separately to us as the needs of this area are different to ours. Dame District should be addressed separately under a new heading 4.11 with separate priorities that are relevant to us. we would suggest the following are priorities under the new heading 4.11;

- (1) develop Dame Court & Dame Lane from 7PM - 7AM as pedestrianised zone - this is now happening and worth highlighting
- (2) look to remove the parking on Dame Court or reduce in the interest of the pedestrian
- (3) widen the footpaths on both sides of Dame Court to allow for pedestrians to take back part of the street
- (4) look at developing the empty building on east side of Dame Court to look at creating a link to Andrews Lane
- (5) create an event space with seating in this area so events and activities can be held here more frequently (Submission # 9)

Response: Dame Lane and Dame Court are already highlighted in the document for attention as part of the Grafton Street Quarter project. In addition to this, the use of short term interventions is being considered for locations within the Grafton Street Quarter, including Dame Court and Dame Lane.

Recommendation: No change to the document.

107. **Issue:** relating to Section 2.2 History of Quarter; was *'fully expecting that the rich history of the area specifically relating to the foundation of the state would be referred to. However, the actual history comprised four paragraphs with references only to shopping, recreational activities etc. No reference to the Mansion House's role in our independence, St. Stephen's Green and 1916, the parliament at College Green etc. etc. I believe people should be reminded of our history as they walk through our streets. History is alive in the buildings, the cobblestones, the railings etc. and this Quarter has many unique historical buildings and events to be exposed, enjoyed and celebrated. Therefore, I would ask that the historical context section be reviewed, amended and enhanced to reflect this.'* (Submission # 15)

Response: Whilst the Project Team fully appreciate the historical significance of the Grafton Street Quarter, the document is a Public Realm Plan and as such its primary focus is on the area's physical character, civic spaces and economic and social importance to the city.

Recommendation: No change to the document.

108. **Issue:** The consultation period for the Grafton Street Quarter Draft Public Realm Plan has been unusually short and this may preclude people from making their views known on an important area of the city. (Submission # 18)

Response: This is a non-statutory document and as such there is no fixed public consultation period however, given that the consultation period was relatively short (three weeks) we accepted comments / observations after the date for replies had passed.

Recommendation: No change to document.

109. **Issue:** Prepare a Plan of Action in tandem with the plan. The Action Plan should set out the specific goals and intended outcomes of the Plan, timing for delivery, costs associated, and milestones for the realisation of the Plan. (Submission # 18)

Response: Street improvement public realm works will, by the nature and size of the street network in the Grafton Street Quarter, be undertaken as a rolling programme of discrete projects carried out over a number of years. The first, most significant of the projects, is Grafton Street itself. The programme subsequent to Grafton Street will be determined by a number of factors. The Dublin City Development Plan 2011-2017, the Retail Strategy for the Greater Dublin Area 2008-2016 and the Dublin City Public Realm Strategy all describe hierarchies of streets that must be considered in the determination of programme sequence. Other factors such as existing condition, extent of disruption, current Luas Cross

City construction programme, traffic management impacts and pedestrian safety will also have a bearing on the order in which the projects are carried out.

Recommendation: no change to document.

110. **Issue:** Relating to Chapter 9 Proposed Principal Interventions; It is not clear what the actual interventions to be made are and whether this will be done without further public discussion or whether Part VIII or other process will be used. Nor is it indicated when the work will happen. (Submission # 18)

Response: The significant public realm interventions within the Grafton Street Quarter will be subject to detailed design and to public consultation via the Part 8 Planning Process. Dublin City Council's Part 8 planning applications are subject to a public consultation process as set out in the Planning & Development Regulations, 2001 - 2012. This procedure requires that notice of the proposed development be given in the public press and that a site notice be erected. Following this process, a report is presented to the members of the Council. This report contains details of the submissions made (if any) and a summary of the points made by them and the Local Authority's response. Arising from consideration of the representations, the report sets out whether or not it is proposed to proceed as originally planned or to proceed with a modified proposal. Following the planning process, a procurement process will take place to secure a contractor and works will then be scheduled.

Recommendation: No change to document.

N. Issues outside the remit of the Draft Public Realm Plan.

Some of the submissions included suggestions with regard to matters which are outside the remit of the Grafton Street Quarter Draft Public Realm Plan and these are summarised below;

111. **Issue:** Power clean the river-facing quay walls along the River Liffey. (Submission # 2)

Response: This submission will be referred to the relevant Department.

Recommendation: No change to document.

112. **Issue:** Carparks should charge in 30 minute and not 60 minute blocks of time. (Submission # 2)

Response: This submission will be referred to relevant car park operators, where possible.

Recommendation: no change to document.

113. **Issue:** Increase regular and visible Garda patrols of the Grafton Street Quarter. (Submission # 2)

Response: Dublin City Council continues to work in partnership with public bodies including the Gardaí to improve policing and safety in the City. Joint Policing Committees were established in 2006 in all Local Authorities following a joint Directive from the Department of Justice and the Department of the Environment Community and Local Government following on from the Garda Síochána Act 2005. The purpose of these committees is to provide a forum where the Local Authority and Senior Garda Officers responsible for policing and safety in the City, with the participation of Oireachtas Members and community interests, can consult, discuss, influence and make recommendations affecting policing and safety in the City. It is also an important mechanism to encourage and facilitate an integrated approach from the relevant stakeholders.

The specific issue raised will be brought to the attention of An Garda Síochána.

Recommendation: No change to document.

114. **Issue:** Crack down on beggars and their harassment of customers outside business premises. (Submission # 2, 6)

Response: Dublin City Council continues to work in partnership with public bodies including the Gardaí to improve policing and safety in the City. Joint Policing Committees were established in 2006 in all Local Authorities following a joint Directive from the Department of

Justice and the Department of the Environment Community and Local Government following on from the Garda Síochána Act 2005. The purpose of these committees is to provide a forum where the Local Authority and Senior Garda Officers responsible for policing and safety in the City, with the participation of Oireachtas Members and community interests, can consult, discuss, influence and make recommendations affecting policing and safety in the City. It is also an important mechanism to encourage and facilitate an integrated approach from the relevant stakeholders.

The specific issue raised will be brought to the attention of An Garda Síochána.

Recommendation: No change to document.

115. **Issue:** Lemon Street has ongoing problems with homeless people sleeping in doorways. (Submission # 8)

Response: Dublin City Council continues to work in partnership with public bodies including the Gardaí to improve policing and safety in the City. Joint Policing Committees were established in 2006 in all Local Authorities following a joint Directive from the Department of Justice and the Department of the Environment Community and Local Government following on from the Garda Síochána Act 2005. The purpose of these committees is to provide a forum where the Local Authority and Senior Garda Officers responsible for policing and safety in the City, with the participation of Oireachtas Members and community interests, can consult, discuss, influence and make recommendation affecting policing and safety in the City. It is also an important mechanism to encourage and facilitate an integrated approach from the relevant stakeholders.

The specific issue raised will be brought to the attention of An Garda Síochána for discussion.

Recommendation: No change to document.

116. **Issue:** Protests outside the Dáil cause major disruption in the area. Gardaí, Dublin City Council and Dublin City BID should improve communications on these occasions to notify motorists. (Submission # 11)

Response: This issue will be brought to the attention of An Garda Síochána and Dublin City BID for discussion.

Recommendation: No change to document.

117. **Issue:** Reduce the fee businesses are charged for outdoor seating. (Submission # 11)

Response: This submission will be referred to Dublin City Council's Street Furniture Unit.

Recommendation: No change to document.

118. **Issue:** The document does not include Nassau Street plans but nevertheless we would ask for a more generous pavement width. So many pedestrians walk in the road because there is the space at times, due to congested pavements. A suggestion could be that the pavement extends to constrict the carriageway to its two lanes and that any loading bays are indented into the pavement. (Submission # 25)

Response: Dublin City Council's Roads & Traffic Department and City Architect's Department, in partnership with the National Transport Authority, propose to develop comprehensive design concepts for the College Green Area which will incorporate the Luas Cross City proposals. In addition to this, Dublin City Council's Traffic Dept has commenced a study on Nassau Street coach parking and will carry out a public consultation as part of the process.

Recommendation: No change to document.

119. **Issue:** Regulate / encourage a more orderly use of Balfe Street taxi rank. (Submission # 26)

Response: Dublin City Council is the process of reviewing the current Appointed Stands (Street Service Vehicles) Bye-Laws 2011 (also referred to as the Taxi Rank Bye-Laws) and recently invited submissions from members of the public and other interested parties on the provision of taxi ranks in the Dublin City Council area.

The submissions received from this public consultation period will be taken into

consideration in the development of new draft Bye-Laws. A statutory consultation process will take place later this year.

Recommendation: No change to document.

120. **Issue:** Rationalise the excessive number of waste collection vehicles operating in the area, for example South Anne Street. (Submission # 27, 32)

Response: Dublin City Council has recently adopted the Storage, Presentation and Collection of Household and Commercial Waste – Bye-Laws 2013. One of the main provisions of the new bye-laws states that within the Central Commercial District (CCD) waste collection is only to take place between 7pm & 12pm on collection day. Waste is not to be presented for collection before 5pm.

Recommendation: No change to document.

121. **Issue:** Implement a new bye-law enforceable by Gardaí, City Council and Dublin City BID staff to prohibit drinking at public seating or to remove clothing or any other effects left on public seats. (Submission # 27)

Response: Dublin City Council continues to work in partnership with public bodies including the Gardaí to improve policing and safety in the City. Joint Policing Committees were established in 2006 in all Local Authorities following a joint Directive from the Department of Justice and the Department of the Environment Community and Local Government following on from the Garda Síochána Act 2005. The purpose of these committees is to provide a forum where the Local Authority and Senior Garda Officers responsible for policing and safety in the City, with the participation of Oireachtas Members and community interests, can consult, discuss, influence and make recommendations affecting policing and safety in the City. It is also an important mechanism to encourage and facilitate an integrated approach from the relevant stakeholders.

The specific issue raised will be brought to the attention of An Garda Síochána and Dublin City BID for discussion.

Recommendation: No change to document.

Conclusion:

Dublin City Council wishes to again express appreciation to those who reviewed the Draft Public Realm Plan and those who made submissions. Following on from the public consultation process, the Grafton Street Quarter Draft Public Realm Plan has been amended with reference to submission numbers; 1, 17, 26, 30 and 33 in accordance with the contents of this report.

The amended final document: the **Grafton Street Quarter Public Realm Plan, May 2014** is available on the Dublin City Council website at the link below;

<http://www.dublincity.ie/YourCouncil/LocalAreaServices/SouthEastArea/GSQ/GraftonStreetQuarter/Pages/grafonstreetquarter.aspx>

Hard copies of the report can be made available. Councillors who wish to obtain a hard copy should contact grafonstreetquarter@dublincity.ie

Owen Keegan
City Manager

Appendix 1. List of people who made submissions

Submission No.

1	Martin Sinnott	
2	John B. Dillon	
3	Brian Barrington	
4	Mitchell O’Gorman	
5	Michael Maguire	
6	Colclough Doran	
7	Jackie Keating	Gotham Café
8	Noel Anderson	Grafton Lounge
9	Paul O’Grady	Dame District
10	Joseph Owens	
11	Jonathan Kavanagh	
12	Rory Rutledge	
13	Tadhg McNamara	National Transport Authority
14	Tanya Branigan	
15	Cllr Nial Ring	
16	Orlaith O’Callaghan	O’Mahony Pike Architects
17	Conor Bereen	1 Coppinger Row & Damson Diner
18	Stephen Coyne	
19	Hrishi Ballal	
20	Richard Hanlon	Busyfeet & Coco Café
21	Philip O’Donoghue	Dublin2Walk
22	Colm Quilligan	Dublin Literary Pub Crawl
23	Tomás Bradley	An Taisce
24	Tim Mackey	
25	Clare Burke	Conroy Crowe Kelly Architects & Urban Designers
26	Paul O’Neill	GVA Planning & Regeneration Ltd.
27	Gerard Farrell	Dublin City Business Improvement District
28	John Spain Associates	
29	Linda O’Rourke	Health & Wellbeing Unit, Department of Health
30	Muireann O’Dea	Dublin Cycling Campaign
31	Brian Manners	
32	Damien O’Tuama	An Taisce
33	Annette Waldron	Nelo Designs
34	Tony Horan	Architect
35	Albert Noonan	The Bailey