College Green Road Re-alignment Scheme
Report to South East Area Committee
Proposed Part VIII Application

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EXECUTIVE SUMMARY

College Green – Street Layout Improvements

The purpose of the College Green – Street Layout Improvements is to provide improved facilities for public transport, cycling and walking on Dame Street and College Green, while providing a civic space outside of Bank of Ireland on College Green.

This Part VIII Planning Procedure will relate to the street layout improvements of College Green and Dame Street. This is Phase 1 of a two phase approval process for improvement of this area of Dublin City Centre. Phase 2 of the approval process for improvements will relate to the public realm development of the civic space including selection of appropriate materials, and relocation of the existing monuments.

College Green forms an important part of the city's north-south public transport corridor. The arrangements at College Green will alter with the introduction of Luas Cross City, affording an opportunity to improve the environment for cycling, public transport users and, in particular, for the large volume of pedestrians in and around the College Green / Trinity College area.

Restricted access for general traffic to College Green is necessary to provide for high quality public transport, pedestrian and cyclist movements. Luas Cross City will share with buses on Grafton Street Lower and where space is limited between Trinity College and Bank of Ireland.

The closely spaced junctions at O'Connell Bridge, College Street/Westmoreland Street and College Green/Lower Grafton Street will need to be designed to allow movement of Luas Cross City, and allow signal time for pedestrians, cyclists and buses.

The transport requirements provide an opportunity to significantly enhance the public realm at College Green. Significant road space in front of the renowned Bank of Ireland building, which was previously Irish Parliament House, can be reallocated to public space for 'people'.

The proposal conforms with and supports the policies and objectives of the Dublin City Development Plan 2011-2017 which encourage a modal shift from private modes of transport to public transport, cycling and walking and aims to provide a strategic, coherent and high quality cycle network across the city. These streets form part of Route No. 11 in the National Transport Authority (NTA) published Greater Dublin Area Cycle Network Plan (GDACNP).

An Archaeology and Architectural Heritage Assessment, Habitats Directive Assessment – Screening Report and an Environmental Report were completed for the project. These reports conclude that there will be no impact on any Natura 2000 site and there will be no significant adverse impact on the local receiving environment.

It is anticipated that construction will commence in Q3 of 2016 with a construction period of approximately 12 months.

It is the recommendation to the Council to proceed with the scheme as proposed.

1.0 INTRODUCTION & BACKGROUND

1.1 Introduction

Clifton Scannell Emerson Associates, Consulting Engineers, have been engaged by Dublin City Council (DCC) to undertake the design for the provision of street layout improvements on College Green and Dame Street in Dublin City Centre, including the provision of a civic space outside of the Bank of Ireland building on College Green.

A site location map is included as Drawing 14_189_191 in Appendix A.

This Part VIII Planning Report is submitted in relation to the College Green – Street Layout Improvements.

1.2 Background

Dublin City Council is seeking Part 8 planning approval to carry out the College Green - Street Layout Improvements Scheme. The scheme proposes to upgrade the road layout on Dame Street and College Green. This document has been prepared in accordance with Part 8 of the Planning and Development Regulations, 2001 as amended. The report should be read in conjunction with the Part 8 Planning drawings included as Drawings 14_189_191-193 in Appendix A.

This Part VIII Proposals report has been prepared by Clifton Scannell Emerson Associates (CSEA) on behalf of the Roads and Traffic Department of Dublin City Council (DCC). This is Phase 1 of a two phase approval process for improvement of this area of Dublin City Centre. Phase 2 of the approval process for improvements will relate to the public realm development of the civic space including selection of appropriate materials, and relocation of the existing monuments.

College Green forms an important part of the city's north-south public transport corridor. The arrangements at College Green will alter with the introduction of Luas Cross City, affording an opportunity to improve the environment for cycling, public transport users and, in particular, for the large volume of pedestrians in and around the College Green / Trinity College area.

Restricted access for general traffic to College Green is necessary to provide for high quality public transport, pedestrian and cyclist movements. Luas Cross City will share with buses on Grafton Street Lower and where space is limited between Trinity College and Bank of Ireland. The closely spaced junctions at O'Connell Bridge, College Street/Westmoreland Street and College Green/Lower Grafton Street will need to be designed to allow movement of Luas Cross City, and allow signal time for pedestrians, cyclists and buses.

The transport requirements provide an opportunity to significantly enhance the public realm at College Green. Significant road space in front of the renowned Bank of Ireland building, which was previously Irish Parliament House, can be reallocated to public space for 'people'.

2.0 AIMS AND OBJECTIVES

2.1 Over Riding Purpose of the Project

The Over Riding Purpose (ORP) of the College Green – Street Layout Improvement is to provide improved facilities for public transport, cycling and walking on Dame Street and College Green, and to provide a civic space on College Green.

2.2 Project Aims

The main aims of the Project in accordance with the ORP are:

- To meet Dublin City Council, National Transport Authority, Transport Infrastructure Ireland, and other stakeholder requirements.
- To meet architectural and heritage requirements and complement the adjacent buildings.
- To identify and meet planning and statutory requirements.

2.3 Project Objectives

The following core objectives have been identified for the project:

- To accommodate Luas Cross City and additional pedestrian, cyclist and bus demand. Current road space is being reallocated to public realm, cyclists, wider footpaths and improved bus facilities.
- To significantly enhance the public realm at College Green. Significant road space in front of the renowned Bank of Ireland building, which was previously Irish Parliament House, can be reallocated to public space for 'people'.
- Improvement of footpath & crossing facilities for vulnerable road users and pedestrians, e.g. reduced crossing delays and additional crossing locations for pedestrians; and
- Provision of cycling facilities and improvements to cyclist priority and safety, particularly at junctions.

2.4 Project Constraints

A constraints study was initiated to determine what physical, procedural or legal constraints exist which may affect the design of this scheme. For this study, an investigation into the roadway widths, traffic volumes, planned developments, and existing utility services was carried out either by existing mapping and site visits.

Drawings showing existing constraints for road users are attached in *Appendix A* of this document.

A number of constraints particular to this location have been identified and include inter alia the following:

- The proximity of the proposed Luas Cross City (currently under construction).
- High volumes on buses on College Green and Dame Street in both directions, including numerous bus stops.

- Existing taxi ranks on College Green.
- The requirement for loading to businesses on College Green and Dame Street.
- Existing heritage kerbing and paving flags.
- Monuments.
- Access to properties.

3.0 PLANNING CONTEXT

3.1 Dublin City Development Plan 2011 - 2017

The Dublin City Development Plan 2011-2017 provides a coherent spatial framework for the delivery of sustainable development to ensure an improved quality of life for its citizens.

This development plan sets out a new approach to meet the needs and aspirations of the citizens of Dublin and the country in the long term. This approach is based on the principles of sustainability and thematic integration. Key to this approach is the translation of the Core Strategy into a number of Development Plan Priorities. Each of the Priorities is supported by specific underlying planning policies, a number of which are pertinent to this project. A non-exhaustive selection of these policies are outlined below.

Shaping the City

The background to this Priority includes the theme 'Approach to the Inner City' which recognises the importance of linking the individual character areas and is supported by a number of policies including:

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

Connecting and Sustaining the City Infrastructure

This priority recognises that the delivery of an efficient, integrated and coherent transport network is a critical component of the development plan core strategy to achieve a compact, sustainable and connected city.

In order to create a more sustainable city, this priority pursues a modal shift from private modes of transport, to public transport, cycling and walking and extends the use of travel plans. This aim is supported by a number of planning policies including:

S12:"It is the policy of Dublin City Council to continue to promote the modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport and to implement the initiatives contained in the government's, 'Smarter Travel, A Sustainable Transport Future 2009-2020".

SI9: To achieve a strategic, coherent and high quality cycle network across the city that is integrated with public transport and interconnected with cultural, recreational, retail, educational and employment destinations and attractions.

This project will provide a high quality facility specifically designed for public transport, pedestrians and cyclists, encouraging a modal change away from cars.

Fostering Dublin's Character

The city's built heritage makes it unique. Key to the approach of the development plan is the balancing of the needs of a growing, dynamic city with the need to protect and conserve the elements that give the city its identity.

The built heritage contributes significantly to the city's identity and to the richness and diversity of its urban fabric.

FC26: To protect and conserve the city's cultural and built heritage; sustaining its unique significance, fabric and character to ensure its survival for future generations.

FC27: To seek the preservation of the built heritage of the city that makes a positive contribution to the character, appearance and quality of local streetscapes and the sustainable development of the city.

Land-use Zoning and Specific Objectives

The Land-use Zoning descriptions and objectives are laid out in Chapter 15 "Land-use Zoning"; Plate 1 is an excerpt from Dublin City Development Plan 2011 - 2017 – Map E and illustrates the use zoning and specific objectives for the area in question.

Dame Street, College Green, Foster Place South, Church Lane, St Andrew Street and Trinity Street are within a Conservation Area (red stripe hatch), while part of College Green, Church Lane and part of St Andrew Street are also within an Architectural Conservation Area. The statue of Henry Grattan on College Green is a Protected Structure.

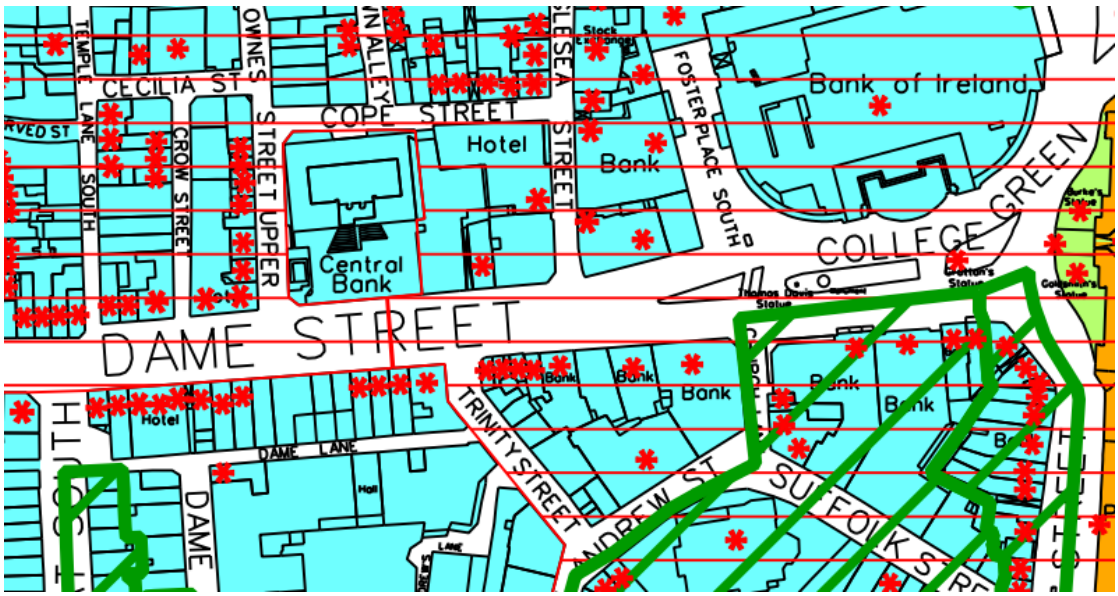

Plate 1: Zoning Strategy

Objectives Relating to College Green and Public Realm

Objective SC15 of Dublin City Development Plan 2011-17 is to *"examine the possibility of, and promote the creation of a new public realm improvement space in the area fronting onto Trinity and the Bank of Ireland at College Green".*

Objective SC10 of the Development Plan required the production of a Public Realm Strategy. The resulting Dublin City Public Realm Strategy 2012 sets out the key streets and spaces of the city. This identifies College Green as the first of the city's 'Primary Public Spaces'. It also identifies the Civic Spine as the primary public realm sequence along with the Liffey Quays. College Green occupies the pivotal position on the Civic Spine as it transitions from Westmoreland Street, changing direction onto Dame Street.

A number of public realm projects which were identified along the Civic Spine are now at varying stages of design and construction. The project for the area at the top of Grafton Street, St Stephens Green North and St Stephens Green West is at pre-planning design stage. The Grafton Street project is complete with work continuing on other streets in the Grafton Street Quarter project. Lower Grafton Street is to be improved as part of the LUAS Cross City project and its design has been agreed. The LUAS Cross City will be travelling along Westmoreland Street and the area from the centre of the road to the footpath on the east side, including the footpath, will be improved as part of that project. Improvements to the west side footpath will be incorporated into the Rapid Bus Project. The O'Connell Street public realm improvements were completed in 2006 and improvements to Parnell Square is at pre-planning design stage.
The current LUAS Cross City works have now presented Dublin City Council with an opportunity to fulfil the policy set out in the Development plan to upgrade College Green and the objective of to promote the creation of a new public realm improvement space in at College Green. The timescale is limited as any works to College Green must be largely completed before the LUAS Cross City works are commissioned in 2017.

The upgrading of Dame St / College Green as part of the Civic Spine is also a policy of DCC as set out in the Dublin City Development Plan 2011-17. It is the policy of Dublin City Council: SC02 “To implement a programme of environmental improvements along the grand civic spine from Parnell Square to Christchurch Place, including College Green and Dame Street.”

4.0 Existing Arrangements

4.1 College Green

College Green consists of a four-lane two-way carriageway, including some sections of bus lane, and footpaths of varying widths and varying amounts of street furniture, signage, etc. on each side of the road. The College Green carriageway width is approximately 29m kerb-to-kerb, consisting of 4x 3.2m to 5.7m-wide traffic lanes in each direction, and a central medium that varies in width from 6.5 to 13.5m in width. Major roads linking to College Green include Dame Street from the west and Westmoreland Street/D'Olier Street to the east.

Junctions on this section of the road include:

- two **signalised junctions**:
  - signalised t-junction with Church Lane, including one signalised pedestrian crossings on Church Lane;
  - signalised t-junction with Grafton Street, including two signalised pedestrian crossings on Grafton Street and College Green;

There are footpaths on both sides of the road. Footpaths are generally of insufficient width for the pedestrian volumes present, and in some locations there are some issues with uneven pavements, and incomplete tactile paving. The non-signalised junctions are fitted with either ramped crossings or dished crossings for pedestrians across the minor roads.

Figure 4.1: *College Green: Footpaths of insufficient width*

There are no cycle facilities at present. Limited cycle parking available which is at capacity at most times.

Figure 4.2: *College Green: No cycle facilities present*

In recent years the quality of the public space at College Green has suffered from a number of issues which impact negatively on the experience of people using the space.

Restricted space for pedestrians navigating across fast moving traffic lanes creates a congested and uncomfortable experience. Increasingly heavy traffic which obscures views and has increased levels of air and noise pollution, discouraging dwelling in the space.

Figure 4.3: *Heavy traffic obscuring views and dominating the experience*

Figure 4.4: *Street clutter*

Figure 4.5: *Foster Place in the 1800s*

Figure 4.6: *Foster Place today*

An accumulation of uncoordinated installations over recent years further obscures the quality of this historic space.

4.2 Dame Street

Dame Street consists of a three-lane and four-lane two-way carriageway, including some sections of bus lane, and footpaths of varying widths and varying amounts of street furniture, signage etc on each side of the road. The Dame Street carriageway width varies from approximately 12m to 17m kerb-to-kerb, consisting of 3x and 4x 3.6m to 5.6m-wide traffic lanes in each direction. Major roads linking to Dame Street include Lord Edward Street from the west, South Great George's Street from the south and College Green from the east.

Junctions on this section of the road include:

- one **signalised junction**:
  - signalised t-junction with South Great George's Street, including three signalised pedestrian crossings on Dame Street and South Great Georges Street;
- one **signalised pedestrian crossing**:
  - near Trinity Street – across Dame Street;
- four **non-signalised junctions**:
  - three locations on the northern side of Dame Street – Temple Lane South, Fowler Street Upper and Angelsea Street; and
  - one location on the southern side of Dame Street – Trinity Street.

There are footpaths on both sides of the road. Footpaths are generally of insufficient width for the volume of pedestrians present, in particular at crossing points, and in some locations there are some issues with uneven pavements, and incomplete tactile paving. The non-signalised junctions are fitted with either ramped crossings or dished crossings for pedestrians across the minor roads.

Figure 4.7: *Dame Street: Footpaths of insufficient width*

There are no cycle facilities at present. Limited cycle parking available which is often at capacity.

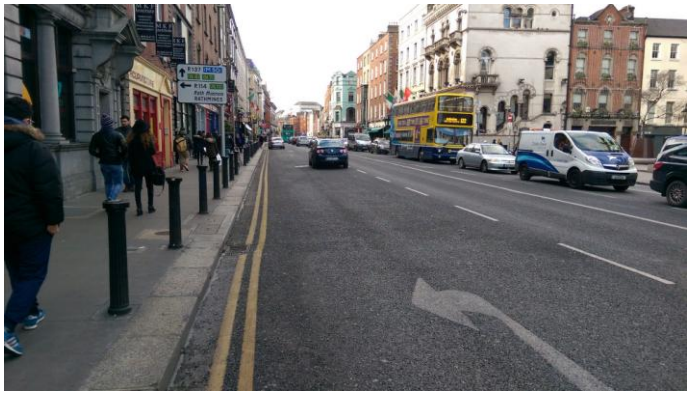

Figure 4.8: *Dame Street: No cycle facilities present*

4.3 Church Lane

Church Lane consists of a two-lane one-way northbound carriageway, footpaths of varying widths and large amounts of street furniture, signage, etc. on each side of the road. The Church Lane carriageway width varies from approximately 5.2m to 5.5m kerb-to-kerb, consisting of 2x 2.7m-wide traffic lanes.

There are footpaths on both sides of the road. Footpaths are generally in satisfactory condition, except in some locations where there are some issues with uneven pavements, constrained widths and lack of tactile paving. The non-signalised junctions are fitted with either ramped crossings or

dished crossings. The majority of these dished crossing points do not have any tactile paving installed.

There are no cycle facilities at present.

4.4 St Andrew's Street

St Andrew's Street consists of a one-lane one-way carriageway, footpaths of varying widths and large amounts of street furniture, signage etc on each side of the road. St Andrew's Street is southbound from Trinity Street to Exchequer Street and northeastbound from Trinity Street to Church Lane. The St Andrew's Street carriageway width varies from approximately 3.5m to 5m kerb-to-kerb, consisting of 1x 3.5m to 5m-wide traffic lane.

Junctions on this section of the road include:

- three **non-signalised junctions**:
  - two locations on the northern side of St Andrew's Street – Church Lane and Trinity Street.
  - one location on the southern side of St Andrew's Street – Suffolk Street.

There are footpaths on both sides of the road. Footpaths are generally in satisfactory condition, except in some locations where there are some issues with uneven pavements, constrained widths and lack of tactile paving. The non-signalised junctions in this sub-section are fitted with either ramped crossings or dished crossings for pedestrians. The majority of these dished crossing points do not have any tactile paving installed.

Figure 4.9: *St Andrew Street: Broken and uneven paving*

There is a contraflow cycle lane on the one-way section of St Andrew's Street southbound and the slow moving traffic on this street makes it a comfortable cycling environment for cyclists moving with the traffic. Parking in the contraflow cyclelane is a problem at present. There are no cycle facilities on the one-way section of St Andrew's street northbound and there are cyclists regularly cycling on this short stretch of road contraflow to access Dame Street from the Grafton Quarter.

Figure 4.10: *St Andrew's Street: No contra-flow for northbound cyclists*

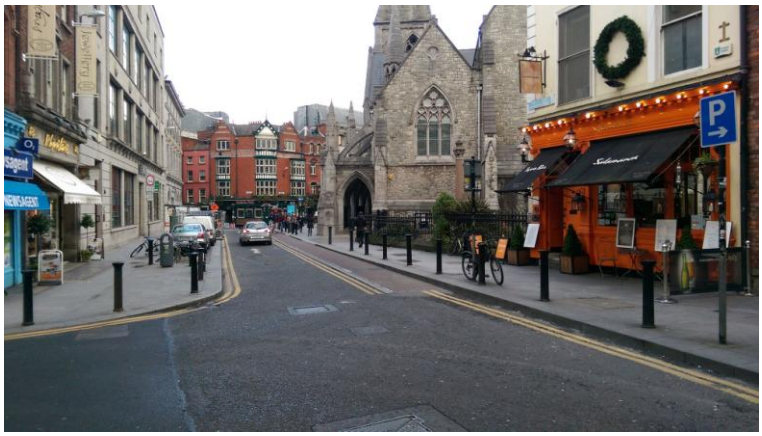

Figure 4.11: *St Andrew's Street: Partial contra-flow for southbound cyclists, insufficient cycle parking*

4.5 Trinity Street

Trinity Street consists of a two-lane one-way carriageway, footpaths of varying widths and large amounts of street furniture, signage, etc. on each side of the road. Trinity Street is southbound from Dame Street to St Andrew's Street. The Trinity Street carriageway width varies from approximately 5.3m to 6.7m kerb-to-kerb, consisting of 2x 2.65m to 3.35m-wide traffic lane.

Junctions on this section of the road include:

- two **non-signalised junctions**:
  - two locations on the western side of Trinity Street – Dame Lane and St Andrew's Lane.

There are footpaths on both sides of the road. Footpaths are generally in satisfactory condition, except in some locations where there are some issues with uneven pavements, constrained widths and lack of tactile paving. The non-signalised junctions are fitted with either ramped crossings or dished crossings for pedestrians. The majority of these dished crossing points do not have any tactile paving installed.

There are no cycle facilities at present.

5.0 ALTERNATIVES CONSIDERED

5.1 Introduction

Assessment of the options for the carriageway alignment within the redeveloped College Green was carried out with respect to urban design, architectural and historical setting and place-making considerations.

Two options were considered for the carriageway alignment: Option A, aligning the carriageway to the north of the space (i.e. in front of the Bank of Ireland building), and Option B with the carriageway running along the south side. Each option will yield new public pedestrian space and the characteristics of the space yielded has been assessed under the following headings:

- Gain in public space
- Setting for historic buildings and legibility of space
- Quality of environment

5.2 Carriageway alignment options

Current carriageway alignment

The current Carriageway alignment is shown below. This indicates the alignment of the new Luas Cross-City tracks and two two-lane carriageways from Dame Street, separated by pedestrian islands.

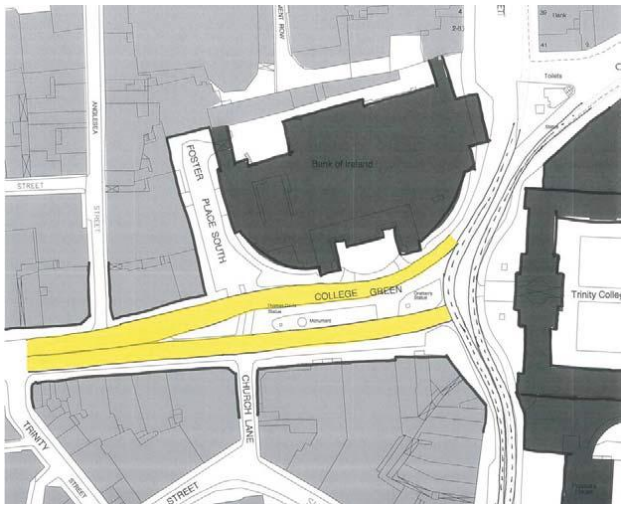

Figure 5.1: *Current carriageway alignment*

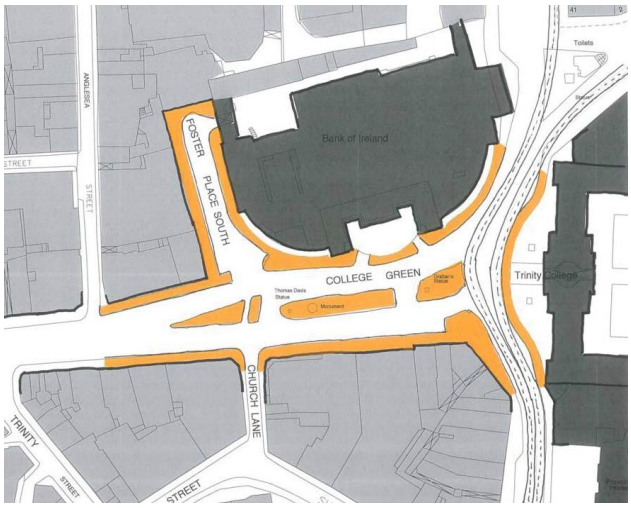

Figure 5.2: *Current pavement configuration*

Option A: Align carriageway to northern side of Green, provide new pedestrian space to southern side

- The existing road alignment around the Bank of Ireland will be maintained. The footpath on the south-side will be extended to meet the narrowed carriageway.
- The widening of the footpaths will respond to the large volume of existing pedestrian traffic in the area. College Green is an event along two of the most important pedestrian routes in the city, the route from St Stephens Green to Parnell Sq, the "City Boulevard" and the route from Parnell Sq to Christchurch Cathedral, the "Civic Spine".
- The visual clutter on the traffic islands, which obscures the views of the Bank of Ireland Trinity College will be removed.
- This option will result in a gain for the pedestrian environment.
- Footpaths will be less cluttered as providing additional space for street furniture.
- The statues will be relocated to the footpath on the southern side of College Green.
- Bus stops, if remaining, would be located at the centre of the space along the southern footpath.
- The main pedestrian area gained will be on the southern side.
- Vehicular traffic will pass between the plaza and the Bank of Ireland and Trinity College.
- The taxis rank will be relocated.

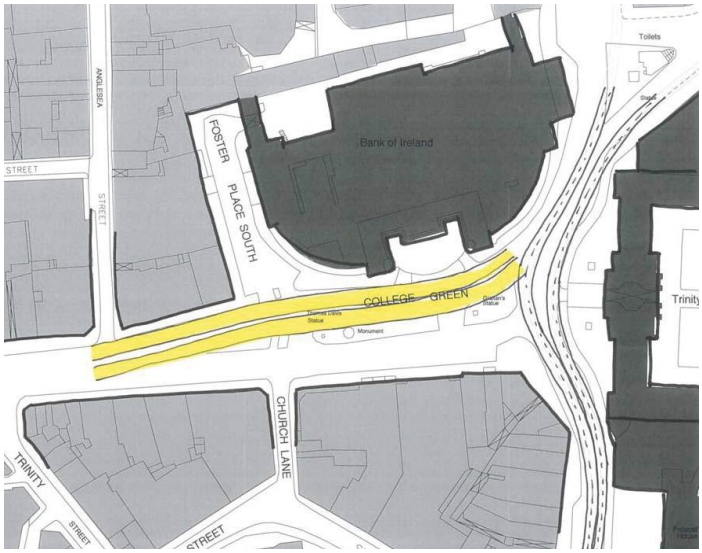

Figure 5.3: *Option A carriageway alignment*

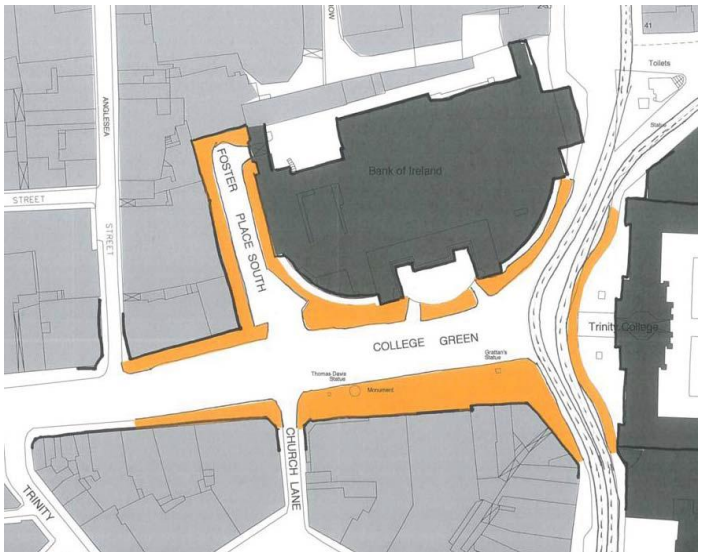

Figure 5.4: *Option A pavement configuration*

Option B: Align carriageway to southern side of Green, provide new pedestrian space to northern side

- The traffic islands will be removed and the carriageway narrowed and re-aligned with the south side of College Green, continuing the straight carriageway alignment from Dame St for traffic.
- The footpath on the south side of College Green will be widened to 5.6m to address crowding issues and a plaza will be created on the north side of College Green, in front of the Bank of Ireland.
- The widening of the footpaths and the creation of the plaza will respond to the large volume of existing pedestrian traffic in the area.
- The main pedestrian area gained in front of the Bank of Ireland will be a south facing.
- The visual clutter on the traffic islands, which obscures the views of the Bank of Ireland and Trinity College will be removed.

- The statues will be relocated towards the Bank of Ireland
- This option includes a widened footpath to the southern side.
- The taxi rank will be relocated.

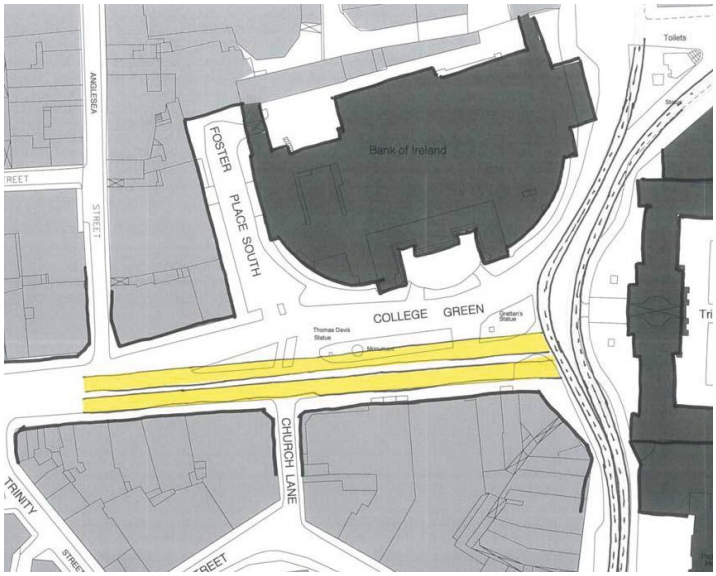

Figure 5.5: *Option B carriageway alignment*

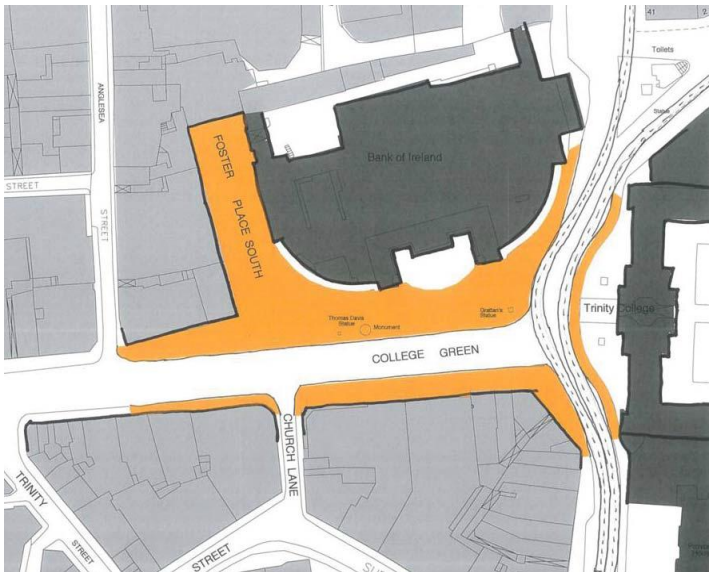

Figure 5.6: *Option B pavement configuration*

5.3 Assessment of Options A and B

Gain in public space

A key opportunity with the creation of new paved space in College Green is to create a formal plaza with character. Locating the larger paved area to the northern side (as in Option

B) will create a place with a large south-facing formal edifice as a backdrop - lending to the formal sense of the space.

The longer sightlines into the courtyard and into Foster Place afforded by the more irregular building line of the northern side will also enhance the sense of space by adding ‘depth’ to views.

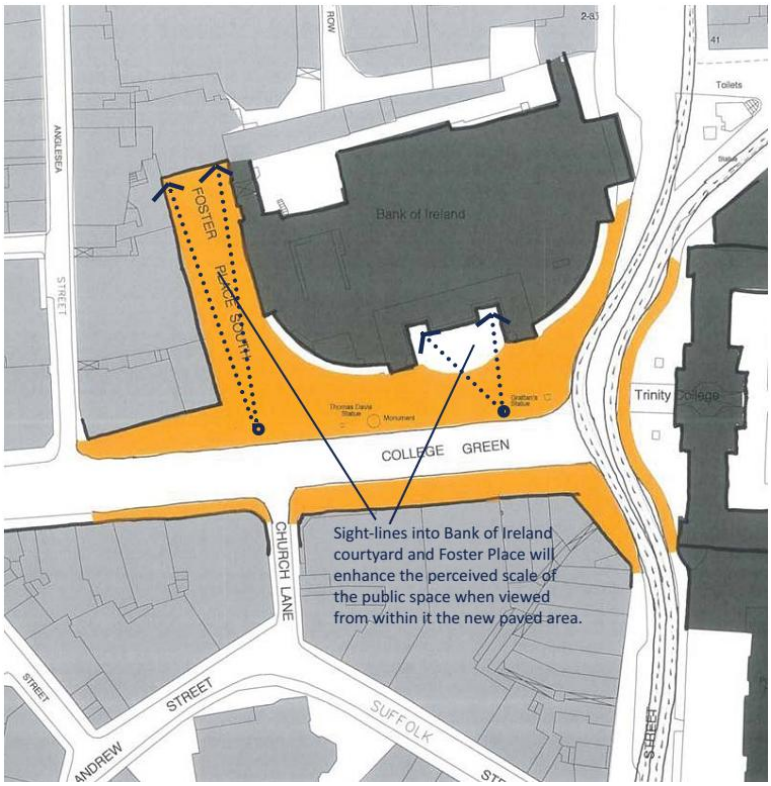

Figure 5.7: *Configuration of new public space, Option B*

Setting for historic buildings and legibility of space

The northern side of the Green is taken up for most of its length with the landmark facade of the Bank of Ireland. This contrasts with south side of the Green, which is faced by a terrace of 19th century buildings.

Providing enhanced pedestrian space to the northern side (Option B) will both contribute to its setting, and also provide a better vantage point for experiencing it (for example, allowing tourist photographs without the interruption of the through traffic).

Option B also allows a vantage point aligned with the front entrance to Trinity College and a potential crossing point aligned with the entrance. This creates a formal relationship which is not possible with Option A.

The Option B alignment also better respects the historic axis of Dame Street by following its line until the intersection with the Luas Cross City lanes.

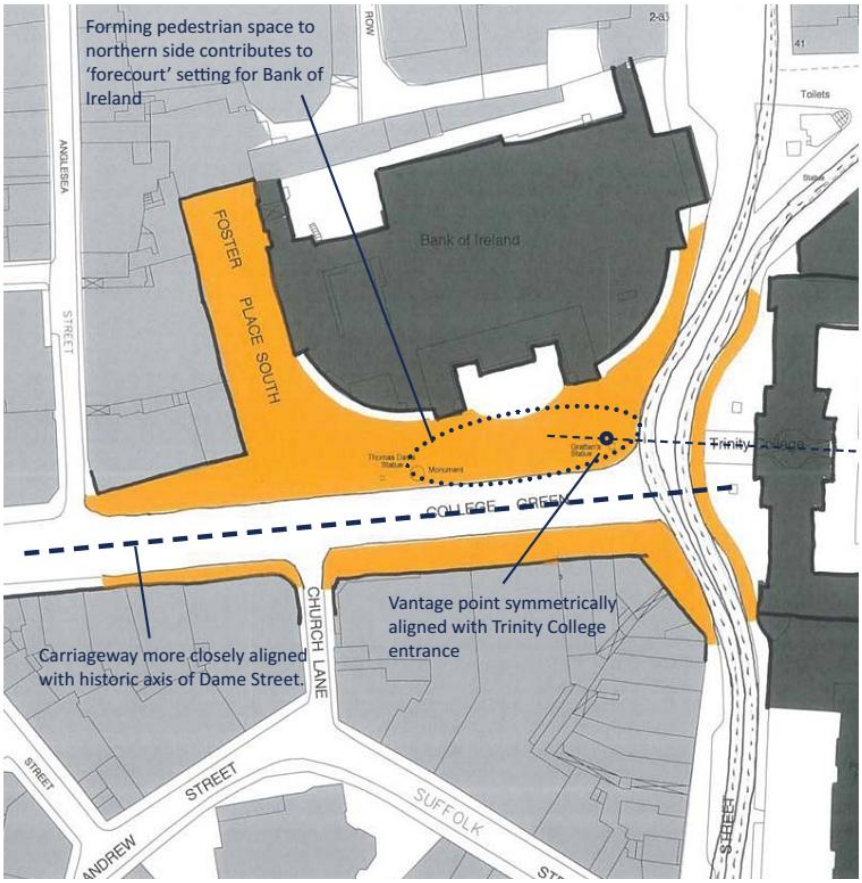

Figure 5.8: *Legible spaces provided, Option B*

Quality of environment

The principle difference in the quality of environment between Options A and B relates to aspect and shading.

The images at right show the shading prevailing in the Green at 12.00pm and 4.00pm on the equinox of March 21st (i.e. the average condition for the year).

This demonstrates that the pedestrian space provided in Option A would remain in shade for the majority of the time, while space provided on the northern side would be in sunlight on sunny days. This would greatly enhance the chances of the Option B configuration creating the type of active space people choose to spend time in to which the project aspires. Public or cafe seating provided in this location would be a more attractive place to spend time than if provided on the southern side (as Option A).

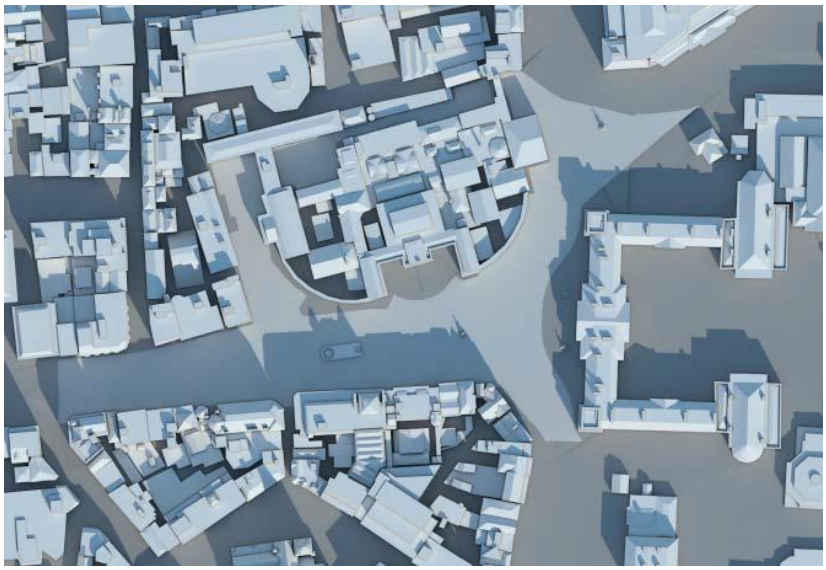

Figure 5.9: *Shadows cast at 12.00pm on March 21st*

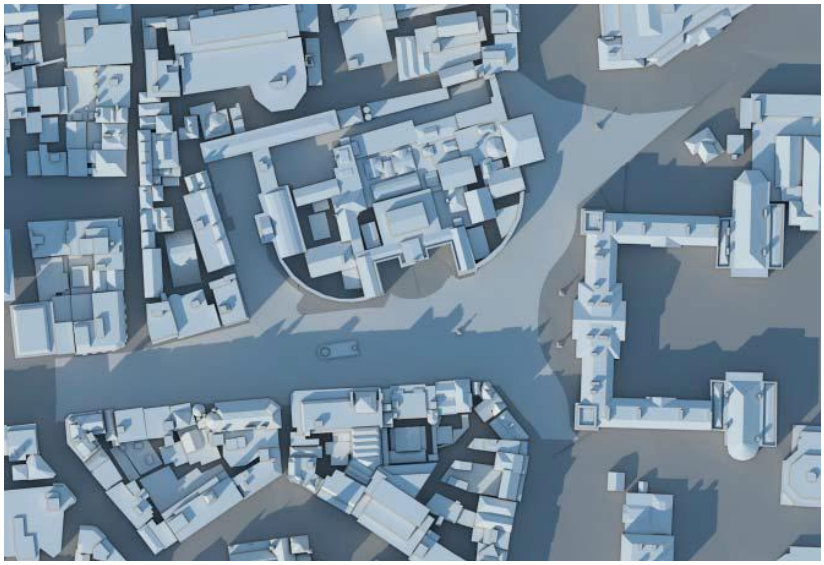

Figure 5.10: *Shadows cast at 4.00pm on March 21st*

5.4 Summary and Conclusion

Option B focuses public space on the Bank of Ireland, which is a significant landmark building, in contrast to the terrace of buildings forming the south side of the Green. This will allow the building to be viewed by people occupying the new space without being interrupted by passing traffic.

The configuration of the building footprints to the north of the space will mean that a greater quantum of space is gained.

Option B allows pedestrians to occupy a more central location in the Green, giving axial views which are important for orientation and allowing pedestrians to stand centrally in front of the facade of Trinity College.

Option B concentrates the public space on the sunny side of the Green, which will encourage is use and enjoyment as a public space. In contrast, the south side of the Green is typically in shadow for much of the day time.

The Option B alignment can be achieved while providing a widened footpath to the southern side of the Green to address the existing issues of overcrowding.

6.0 DESCRIPTION OF THE PROPOSED DEVELOPMENT

6.1 Proposed Scheme

The main elements of the scheme are:-

- Provision of a new road layout to facilitate transport needs of Luas, buses, pedestrians and cyclists.
- New public realm space in front of Bank of Ireland College Green.
- Relocation of bus stops.
- Relocated taxi rank facilities.
- Relocation of statues.
- Removal of existing trees.
- Redirection of traffic movement on Trinity Street and Church Lane.
- The final design of finishes in terms of paving, hard and soft landscape and lighting will be subject to further design and consultation.

6.2 Traffic Routing

The proposals for College Green as part of the Luas Cross City project envisage the existing peak-hour bus corridor time periods being extended, facilitating Luas Cross City operations as well as enhanced cycling and pedestrian provision.

The reconfiguration of College Green from its current format as a traffic through-route to a new public transport and civic space requires a reconsideration of the allocation of road traffic space, and its reduction to one traffic lane in each direction.

The new design will provide an attractive pedestrian route for Dubliners and tourists to move from the north of the city through the College Green area to St. Stephen's Green in a pleasant, safe and pedestrian friendly environment. Specifically, the new design will enable pedestrians to move between Grafton Street and the Quays by negotiating only one short pedestrian crossing.

General traffic access to College Green will be restricted. Traffic will be able to access Dame Street from High Street to the West, Nicholas Street to the south and Parliament Street to the North. The proposed street layout reduces the carriageway width on Dame Street and replaces the dual carriageway section of College Green with a single carriageway. The proposed street layout provides for a single 3m wide continuous traffic lane in each direction. Additional road space is provided for cyclelanes and, where necessary, for right turn lanes, bus stops, taxi ranks and loading.

It is proposed to reverse the direction of traffic on Church Street, St Andrew's Street and Trinity Street. This will allow traffic exit Dame Street onto Church Lane at the bus gate, facilitating car park

access and an option to loop back onto Dame Street westbound. Exit from Dame Street to Temple Bar and the North Quays will be provided via Anglesea Street.

6.3 Car Park Access

Access to Bank of Ireland car park will be maintained.

Carparks in the Grafton Quarter (including Brown Thomas and Dame Lane) can be accessed from Dame Street via Church Lane.

6.4 Bus Facilities

The proposals include for 4No. double bus stops westbound and 2No. double bus stops eastbound on Dame Street.

6.5 Taxis

It is proposed to provide taxi ranks on both the eastbound (between Anglesea Street and Foster Place) and westbound (between Trinity Street and Dame Court) carriageways of Dame Street. Taxis will be able to use Church Lane and Trinity Street to loop from east to westbound on Dame Street.

6.6 Loading

Loading will be facilitated by means of time plated sections of the taxi ranks on Dame Street. Loading bays will be provided on Church Lane, St Andrew's Street, Trinity Street and Suffolk Street.

6.7 Pedestrian Facilities

The proposal included wider footpaths on Dame Street and College Green.

Pedestrian crossing facilities will be enhanced at the Grafton Street Lower and College Green junction, in front of Trinity College, and at the Church Lane and Trinity Street signalised junctions.

6.8 Cycle Facilities

The layout provides for a continuous 2m wide cyclelane eastbound on Dame Street and College Green. Westbound cyclists will share the street in the bus only section with 2m cyclelanes west of Trinity Street.

6.9 Monuments and Conservation

The Henry Grattan and Thomas Davis monuments on College Green will be relocated to facilitate the street layout improvements. There final locations will be determined as part of Phase 2 of the improvement works, which will cover the public realm design of the civic space.

7.0 ENVIRONMENTAL APPRAISAL AND MITIGATION

7.1 Introduction

The following reports were prepared in support of the application:

- Cultural Heritage Assessment;
- Screening Statement for Appropriate Assessment (incorporating an Overall Ecological Assessment)

These are provided in full as Appendices and are summarised below

7.2 Cultural Heritage Assessment

A cultural heritage assessment was completed for the proposed street layout improvements (refer **Appendix B**). This encompassed a comprehensive desk study and a site walk over.

Archaeology

There will be no impact on any site included in the Record of Monuments and Places. However, recent discovery of Viking burials c. 1.5m beneath current ground surface outside Trinity College, highlight the potential for archaeological deposits to survive in the College Green area at this depth. It is therefore recommended that archaeological monitoring of the geotechnical investigation be undertaken.

Architectural Heritage

College Green and Dame Street are in a Conservation Area and the buildings to the south of College Green are within an Architectural Conservation Area. The Henry Grattan monument on College Green is a protected structure. The scheme will impact on both the Henry Grattan and Thomas Davis monuments, however, these monuments cannot be properly appreciated in their current locations, and could benefit from sympathetic relocation as part of the scheme. These works would be undertaken with the assistance of a Structural Conservator.

7.3 Screening Statement for Appropriate Assessment (incorporating an Overall Ecological Assessment)

A Screening Statement for Appropriate Assessment (incorporating an Overall Ecological Assessment) (Appendix C) reviewed the potential impact on all Natura 2000 sites (SAC / SPA) within 10km of the project location. The sites assessed included South Dublin Bay and River Tolka Estuary SPA, South Dublin Bay SAC, North Dublin Bay SAC and North Bull Island SPA.

This assessment concludes that the proposed scheme will have no impact on any Natura 2000 site and as such the project can be screened out at Stage 1 of the Appropriate Assessment process.

8.0 PROGRAMME

It is anticipated that construction will commence in Q3 of 2016 with a construction period of approximately 12 months.

9.0 CONCLUSION AND RECOMMENDATION

The proposed scheme will have many benefits including:

- Enhancing the public realm by providing a civil space, providing wider footpaths, and enhancing the environment for all users.
- More people moved more efficiently through the core City Centre by the efficient movement of LUAS, buses and bikes.

The potential environmental impacts arising from the construction of the proposed College Green – Street Layout Improvements have been reviewed and assessed. It is concluded that the construction of street layout improvements, and associated works, will have no significant adverse impacts on the receiving environment.

In order to ensure the public are adequately consulted on the construction of the College Green – Street Layout Improvements this Part VIII Report and Application are being submitted to Dublin City Council Planning Department. A Habitats Directive Assessment - Screening Report has been completed and concludes that the scheme will have no significant effects on any Natura 2000 site. An Archaeology and Architectural Assessment has also been completed and this concludes that there will be no significant impact on the existing structures.

It is the recommendation to the Council to proceed with the scheme as proposed.

APPENDIX A

Drawings