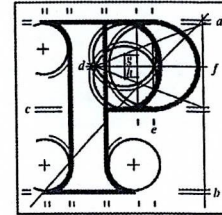


Our Case Number: ABP-317121-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Greater Dorset Street Together
c/o Kelliher Miller Architects
10 Blessington Court
Dublin 7

Date: 13th September 2023

Re: BusConnects Swords to City Centre Bus Corridor Scheme
Swords to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this matter, please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

HA02A

| | | |
|--------------------|---------|--|
| Tel | Tel | (01) 858 8100 |
| Glaos Áitiúil | LoCall | 1890 275 175 |
| Facs | Fax | (01) 872 2684 |
| Láithreán Gréasáin | Website | www.pleanala.ie |
| Ríomhphost | Email | bord@pleanala.ie |

| | |
|----------------------|-----------------------|
| 64 Sráid Maoilbhríde | 64 Marlborough Street |
| Baile Átha Cliath 1 | Dublin 1 |
| D01 V902 | D01 V902 |

BUS CONNECTS SWORDS TO CITY CENTRE CORE BUS CORRIDOR SCHEME Case Number 317121

Greater Dorset Street Together Group Submission

9th September 2023

Kelliher Miller Architects
10 Blessington court Dublin 7



WHO WE ARE

We represent a collection of local resident advocacy groups and businesses in the Dorset Street Area of Dublin 1 and 7, where we work.

Our mission is to study the cause of the degeneration of Dorset Street, Dublin 1 and its environs and to identify solutions to reverse the decline.

Since its establishment in 2018, The Greater Dorset Street Project Group has grown and many representations have been made to various stakeholders.

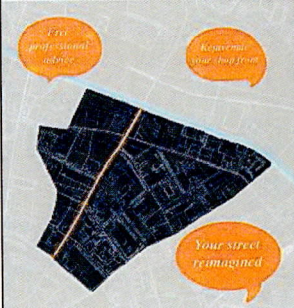
We support the Bus Connects Core Bus Project and view it as a once in a lifetime opportunity to enhance our street.

Our mutual goals can be achieved through collaboration and careful consideration of our observations on the scheme.

DORSET STREET TOGETHER PROJECT

JOIN THE CONVERSATION


AT OUR POP-UP SHOP LAUNCH
2:30PM
24TH OCTOBER 2018
55-56 DORSET STREET UPPER, DUBLIN 1



HAVE YOUR SAY...


Available to You

- Professional Architectural and Planning advice
- Access to Dublin City Council
- Information on how to apply for relevant Grant Schemes
- Exhibition showcasing your local area
- Pop-Up Shop Open from 24th October to 23rd November



Comhairle Cathrach
Bhailie Átha Cliath
Dublin City Council

North Dublin Business, Cultural and Community Group
Lower Dorset Street Community Group



WHERE TO FIND US

55-56 Dorset Street Upper
Dublin 1
D01 X009

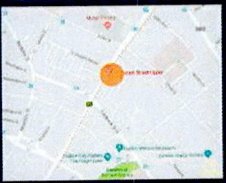
OUR STORY


Over the past two years local community and business groups have come together to create a vision for Dorset Street and the surrounding areas.

Facilitated by Dublin City Council this study in draft form will be launched on the 24th of October.

The **DORSET STREET TOGETHER** Project is the first step towards regenerating our area from the ground up.

Your input is invaluable.
Please come along.



 Follow us at [dorsetstreettogether](https://www.instagram.com/dorsetstreettogether)

WIDTH AND LAYOUT OF DORSET STREET: THE CENTRAL MEDIAN

A key finding of the Greater Dorset Street Project was the disconnection between both sides of the street caused by the dedication of road space to a central median and private car users.

The central median has the effect of slicing a barrier through the street creating a carriageway effect through the densely populated urban district.

This has the unintended consequence of prioritising the street as a route rather than a destination, which ultimately is a place where people live, work and visit.

Our proposal, which has the support of Dublin City Council, would fundamentally reverse this impact by removing the median and redistributing the space to either side of the roadway. The gained space would be dedicated to greening, wider enhanced footpaths, and protected cycleways.

Bus Connects Project affords the opportunity to make this happen now.



GREATER DORSET STREET TOGETHER PROJECT

WIDTH AND LAYOUT OF DORSET STREET: THE CENTRAL MEDIAN

Despite our previous submissions, meetings and consultations, the proposed Bus Connects Design Proposal has not taken on board any of our suggestions.

While acknowledging that there is a neutral stance on the existing median, the Bus Connects analysis of our proposal which forms part of the submission (Appendix G of Bus Connects Planning Application) omits key assessment criteria in its findings:

-The assessment fails to recognise the positive potential offered by the redistribution of the central median space .

-No cost benefit analysis has been done to compare the benefit of an improved public realm along a commercial street, with the capital costs of its construction.

-No assessment is made of the health benefit as a result of low level planting along footpaths to mitigate the effects of air pollution caused by traffic. The trees in the centre currently offer none due to their position and height.

-The conclusion that our architectural and cultural heritage will have no impact is simply false. Planting and enhancement of footpaths along our streetscape will be a positive. Leaving the status quo is a negative.

-The conclusion that user safety will be affected negatively by our proposal is false. The current prioritising of private car over pedestrians is the greatest risk to user safety. The dual carriageway effect blinds car users to the environment they are passing through with dangerous consequences.

Appendix G MCA Table – Drumcondra Rd Lr and Dorset St Lr

Swords to City Centre Core Bus Corridor Scheme
Preferred Route Option Report

Jacobs

Appendix G. MCA Table – Drumcondra Rd Lr and Dorset St Lr

| Assessment Criteria | Option A – Retain Central Reserve | Option B – Remove Central Reserve |
|-------------------------------------|---|---|
| General Description | Retention of central reserves along Drumcondra Road Lower and Dorset Street Lower between Clonliffe Road and Eccles Street/Hardwicke Place. | Elimination of central reserves along Drumcondra Road Lower and Dorset Street Lower between Clonliffe Road and Eccles Street/Hardwicke Place to accommodate the cycle tracks and widen the footpaths on either side. |
| Land Encroachment (Private) | No encroachment required. | No encroachment required. |
| Rank | | |
| Land Encroachment (Public) | No encroachment required. | No encroachment required. |
| Rank | | |
| Constructability | <ul style="list-style-type: none">• No full-depth pavement construction required;• Little or no protection to existing services required;• All existing kerbs extensively retained in position;• Existing road gullies to be retained. | <ul style="list-style-type: none">• Full-depth pavement construction (up to one metre in depth to cater for traffic) required in the central reserve;• Protection or lowering of existing watermain in the central reserve required;• New kerbs required throughout between Clonliffe Road and Eccles Street;• Reconstruction of all existing road gullies required on either side of the carriageway. |
| Rank | | |
| Ecological Impact | No impacts. | No impacts. |
| Rank | | |
| Landscape and Streetscape | 11 existing trees in the central reserve between St Annes Road and Whitworth Road to be taken up and re-used. | 43 existing trees between Clonliffe Road and Eccles Street to be taken up and potentially re-used. |
| Rank | | |
| User Safety | No user safety issues. | Additional parking potentially leading to increased conflicts with cyclists. |
| Rank | | |
| Architectural and Cultural Heritage | No impacts. | No impacts. |
| Rank | | |

GREATER DORSET STREET TOGETHER PROJECT

WIDTH AND LAYOUT OF DORSET STREET: PUBLIC REALM

Dorset Street is not only a route to a terminal. It is a place where people live, work and visit.

We want Bus Connects to recognise Dorset Street as a multi functional street: a neighbourhood, a commercial district, a destination, an inner city location in a densely populated area.

The proposal fails to recognise the following key components in its design:

-Place Status:

The reinforced framing of the dual carriageway design with no improvement to the public realm is a lost opportunity to improve public realm to the benefit of all.

The forming of a terminus on both sides of Panell Square disregards the historical, architectural and cultural significance of our Georgian Historic Quarter.

-Pedestrian Activity:

No improvement of footpaths widths or decluttering to make safer, more user friendly pavements in a highly pedestrianised area.

-Commercial activity:

No allowance for deliveries or access in the design. Removal of left turns further exacerbating the current problem.

HIGHER



CENTRES

Centres include areas that are the focus of economic and cultural activity. Many cities, towns and villages are defined by the image of streets within their *Centres*. Place status is at its highest. Larger City and Town centres may occupy a number of blocks whilst smaller Village centres may only occupy a single street. Pedestrian activity is high as this is where most people are travelling to and once there, will most likely travel on foot. Pedestrian activity is highest in *Centre* streets that contain a concentration of retail and commercial frontages that directly open onto the street.



NEIGHBOURHOODS

Neighbourhoods include new and existing areas which are intensively developed with medium to higher density housing and/or contain a broad mix of uses. These areas generally include older areas that represent the first stages of urban expansions and more recently developed compact communities located towards the peripheries of cities and towns (i.e. those in excess of 35 dwellings per ha). Pedestrian activity ranges from higher to more moderate levels. The highest levels of pedestrian activity occur along major streets which connect destinations, where public transport services run. Such streets may also contain dispersed retail and commercial frontages.

Extracts from May 2019 DMURS design publication

WIDTH AND LAYOUT OF DORSET STREET: PUBLIC REALM

Our proposal of redistributing the space from the central median to the sides, is validated by the Design Manual for Urban Streets 2019, by creating:

-Connectivity:

bringing both sides of street together by removing the barrier

-Enclosure:

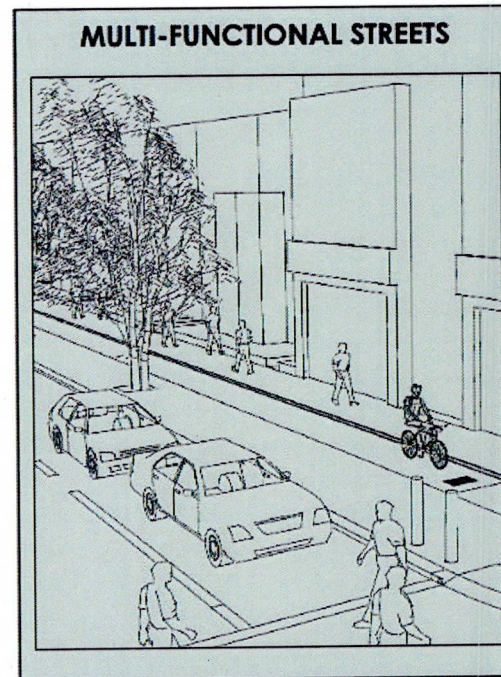
Placing greening either side and reframing the street as a boulevard

-Active street edges:

Enhancement of street aesthetic and usability will encourage new building uses and improve activity at street level.

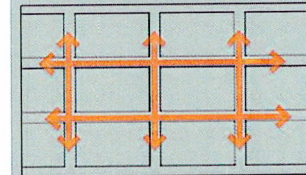
-Pedestrian facilities and activity:

Wider footpaths, lower air and noise pollution, and public seating will improve public realm for our citizens and create a safer, healthier and more enjoyable environment.

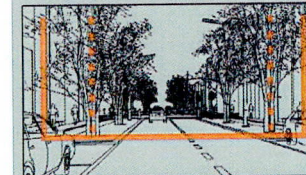


Extracts from May 2019 DMURS design publication

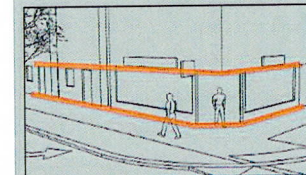
KEY CHARACTERISTICS OF PLACE BASED STREET DESIGN



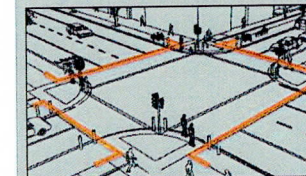
CONNECTIVITY



ENCLOSURE



ACTIVE EDGE



PEDESTRIAN FACILITIES/ACTIVITY

GREATER DORSET STREET TOGETHER PROJECT

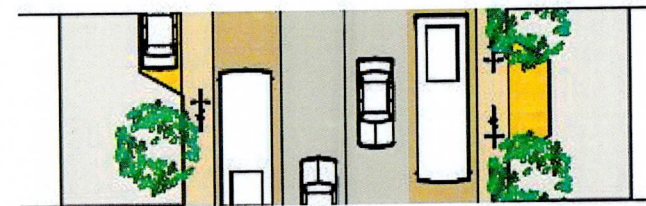
WIDTH AND LAYOUT OF DORSET STREET: PRIORITISING ROAD USERS

Our proposal recognises the priority of road users by providing:

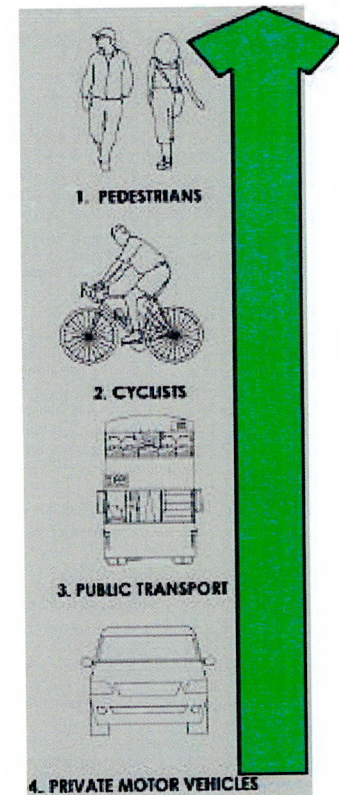
- wider footpaths
- Separate protected cycle lanes
- reduced private car space
- pull ins /loading bays
- safer narrower junctions for pedestrian crossings.

While we support the reduction of over-reliance of private car use, the Bus Connects proposal fails to adopt the DMURS design for a carriageway through a neighbourhood:

- It does not separate cycle users as bus stops are shared.
- It does not allow for additional safe pull ins, parking for residents, and loading spaces for commercial entities
- It does not propose greening on either side of the carriageway
- it does not considered the effect of adding no left turns along the route on all the adjoining residential neighbourhoods



footpath pullin/ bike bus car lane car lane bus bike pullin/ footpath
trees lane lane lane lane trees



Extracts from May 2019 DMURS design publication

GREATER DORSET STREET TOGETHER PROJECT

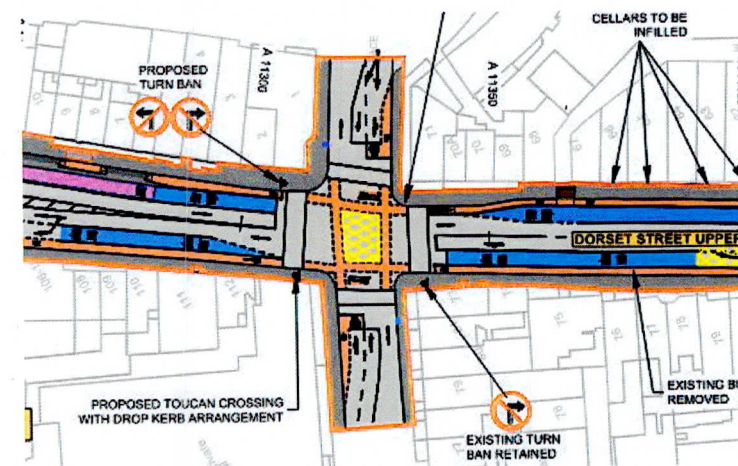
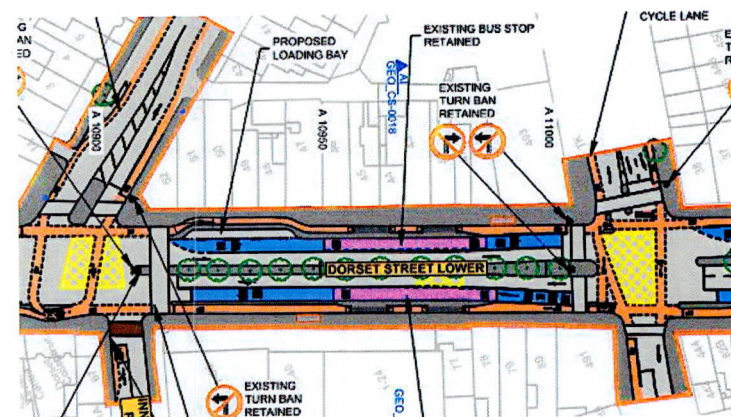
Comments on Maps

MAP 34:

1. Loading bay on Dorset street marked as 'proposed'. These bays are existing and appear to be reduced in number.
2. Pedestrian crossing at junctions limited to 2no or 3no. instead of 4no. in accordance with DMURS guidelines.
3. Central median retained claiming valuable space serving no purpose.
4. No enhancement of heritage kerbs proposed.
5. No enhanced greening/landscaping to mitigate traffic and noise pollution

MAP 35:

1. Proposed turn ban onto Temple Street will impact of deliveries and services to local shops, restaurants and hospital.
2. Central median retained claiming valuable space serving no purpose.
3. No enhancement of heritage kerbs proposed.
4. No enhanced greening/landscaping to mitigate against traffic and noise pollution



Comments on Maps

MAP 36 + HERITAGE APPRAISAL:

Conservation Area zoning is not recognised by the Bus Connects Heritage Appraisal for Parnell Square and environs.




Extract from Parnell Square Cultural Project by Dublin City Council:

'Parnell Square, at the northern end of the 'Civic Spine' running from the Square along O'Connell Street and Dame Street to Christchurch, is the traditional starting point for all of the most important processions and parades in the city. It is the earliest, and regarded by many as the finest, of Dublin's Georgian Squares. Its significance in Dublin's history predates the Georgian period. Previous excavations have uncovered burials believed to be from the battle of Clontarf in 1014.

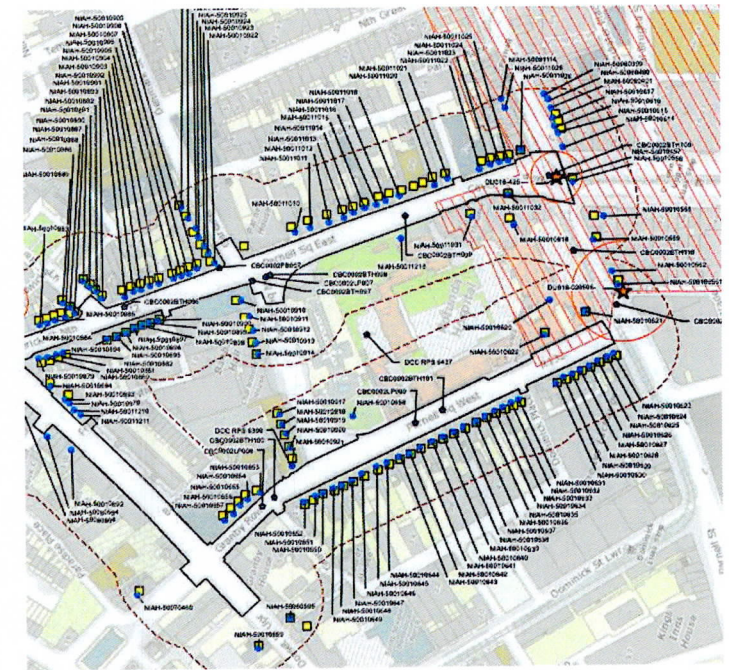
THE RESULT IS A LINEAR TERMINAL ALONG THE LONG ELEVATIONS OF PARNELL SQUARE WITH HARMFUL IMPACTS ON THE SIGNIFICANT STRUCTURES OF NATIONAL IMPORTANCE AND THE HISTORIC SQUARE.






SPECIFIC OBJECTIVES

- Conservation Areas ———— 
- Architectural Conservation Areas ———— 
- Protected Structures. [RPS takes precedence] ———— 

Dublin City Development Plan 2023-2028



-  National Inventory of Architectural Heritage (NIAH)
-  Record of Protected Structures
-  Architectural Conservation Areas

Bus Connects Submission Architectural Heritage Map

GREATER DORSET STREET TOGETHER PROJECT

GREATER

DORSET STREET TOGETHER PROJECT



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BACKGROUND

This document is a result of a local based Community Plan to study the cause of the degeneration of **Dorset Street, Dublin 1 and its environs** and to identify solutions to reverse the decline and rejuvenate the area.

It represents a joint submission by **Dorset Street Together** and **Broadstone Together** under the name **Greater Dorset Street Together**.

A process was conducted by the **Dorset Street Together Group** to formulate a strategy, with participation from community groups, business owners, local stakeholders and the local authority.

Following a series of discussions the conclusions were collected into a draft plan produced to facilitate further consultation and development.

On 24th October 2018, an exhibition was held at 54-55 Upper Dorset St to present the draft Community Plan and encourage further participation with the wider community. The Pop-Up Shop ran for two months and was visited by over 700 people. Opinions and ideas were collected and considered.

A parallel process was carried out by the **Broadstone Together Group** which encompasses the Broadstone and Berkeley Road areas bounded by Phibsborough Road. Some 450 households in the area were surveyed to inform a submission to the Dublin City Development Plan 2022-2028 and 85 responses were received

The two groups have now joined together as the **Greater Dorset Street Together Group** with a common purpose to seek to formulate a strategy for the development of the area with the support of Dublin City Council.

GREATER DORSET STREET TOGETHER PROJECT

1

WHO WE ARE

GREATER

DORSET STREET TOGETHER PROJECT

Who We are

DORSET STREET TOGETHER PROJECT

JOIN THE CONVERSATION

AT OUR POP-UP SHOP LAUNCH
2:30PM
24TH OCTOBER 2018
55-56 DORSET STREET UPPER, DUBLIN 1

HAVE YOUR SAY...

Available to You

- Professional Architectural and Planning advice
- Access to Dublin City Council
- Information on how to apply for relevant Grant Schemes
- Exhibition showcasing your local area
- Pop-Up Shop Open from 24th October to 23rd November

Free professional advice

It's all yours to say

Your street reimagined

Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

North Dublin Business, Cultural and Community Group

Lower Dorset Street Community Group

WHERE TO FIND US

55-56 Dorset Street Upper
Dublin 1
D01 X009

OUR STORY

Over the past two years local community and business groups have come together to create a vision for Dorset Street and the surrounding areas.

Facilitated by Dublin City Council this study in draft form will be launched on the 24th of October.

The **DORSET STREET TOGETHER** Project is the first step towards regenerating our area from the ground up.

Your input is invaluable.

Please come along.

Follow us at
dorststreettogether

dorststreettogether • Following
Dublin, Ireland

Good to see local residents and businesses working together to transform this area of Dublin. *William Miller*
Plan to transform Dublin's Dorset Street into 'cosmopolitan destination village' unveiled

Exciting, potential & expectation are there words that best describe the optimism in the *Irish Times* article published & then *Irish Times* run it. *Spencer McCormick* *It's all #GODS*

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Plan to transform Dublin's Dorset Street into 'cosmopolitan destination village' unveiled

Irish Times news

great initiative *@dorststreettogether*

kelliher_miller_architects

Standing room only at opening by Lord Mayor Cllr Neil Ring of "Dorset Street Together". A great initiative from residents, businesses and Dublin City Council to re-imagine and regenerate what should be one of Dublin's premier streets. Pop in and have your say!

Lord Mayor of Dublin

Upper Dorset Street 'Vision for Dorset Street' by Rose Lavin from *@chappellmiller* just now. Great ideas from *@chappellmiller* architects and others. Do drop in over next month to 55 Upper Dorset Street

Thank you, Irish Times for the great article on your website!
#urbanplanning *#rethinkyourstreet* *#jointheconversation* *#dublincitycouncilpopstore* *#haveyoursay* *#create* *#groupproject* *#visiddorset* *#whatdoinidublin* *#architecture* *#irishnews*

Liked by *sanwer.0* and 9 others

GREATER DORSET STREET TOGETHER PROJECT

Who we are



Broadstone Together

Submission to the Dublin City Development Plan 2022-2028

Dear resident or business owner

We're an alliance of community groups and businesses in the Broadstone area and we have come together under the title Broadstone Together to make a collaborative submission for the Dublin City Development Plan 2022-2028, which has currently entered its pre-draft public consultation phase.

What is the Dublin City Development Plan?

The Dublin City Development Plan is the key document that guides the future development of Dublin. The consultations for its design present a golden opportunity for our community to have a say about the future of our neighbourhood.

To strengthen our neighbourhood for present and future generations, it is vital that our community's voice is heard and that our suggestions and ideas become part of this Development Plan.

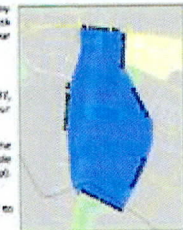
How can I contribute to the Dublin City Development Plan?

For the Broadstone Together submission, we want to hear from as many members of our community as possible. We would therefore like to ask you to send us your ideas and suggestions on how to improve our neighbourhood. To facilitate this, we have designed a survey that can:

1. be accessed through www.dcity.ie/BroadstoneTogether
2. be requested in paper format by contacting us via 003 124 1067, broadstoneboun@gmail.com or by posting a note with your address to 23 Promenade Avenue or 16 Geraldine Street.

The Broadstone Together submission is specific to the streets within the area bounded by the North Circular Road, Fitzbourn Road, Temple Corbans, Mountney Street, Berkeley Road and Berkeley Street (one road). Please therefore keep suggestions as much about this area as you can.

Of course it is also possible to send individual submissions directly to Dublin City Council. To do so, please visit www.dcity.ie/DubCDP.



What are the deadlines?

- If you are contributing to the Broadstone Together submission we would like to ask you to send us the survey and any further documentation you have by 12th February 2021.
- For individual submissions or submissions on behalf of a different group, Dublin City Council's deadline for the pre-draft consultation is 4:00 pm, 22nd February 2021.

Thank you

Broadstone Basin Residents' Association - broadstonebasin@gmail.com
 Berkeley Road Area Residents' Association - berkeleyarea@gmail.com
 MPM Residents' Association - ResidentsAssociationMPM@gmail.com

GREATER DORSET STREET TOGETHER PROJECT

Who we Are



OUTCOMES



7.1.1 Make the Street Accessible

- Promote commercial and pedestrian activity on the street
- Make the street accessible for all users by removing the central median obstruction, widening footpaths and providing dedicated cycle lanes
- Allow for pull in parking for commercial viability
- Improve the street environment with new planting and street furniture that encourages on street activity



7.1.2 Rejuvenate the Historic Building Stock

- Preserve our unique heritage
- Promote a mixed balance of uses
- Enhance facade aesthetics
- Provide incentive support schemes for shopfront and facade improvements



7.1.3 Define Our Urban Quarter

- Define the area as an urban village and tourism gateway
- Promote Dorset Street as a culinary hub, an urban quarter where one can buy fresh, local and sustainable produce from north dublin farms
- A quarter that supports innovation and sustainability, and pioneers urban farming and slow food movement



7.1.4 Implementation

- Statutory recognition of proposed plan
- Governmental commitment for its implementation
- Relevant financial incentives
- Continued support

GREATER DORSET STREET TOGETHER PROJECT

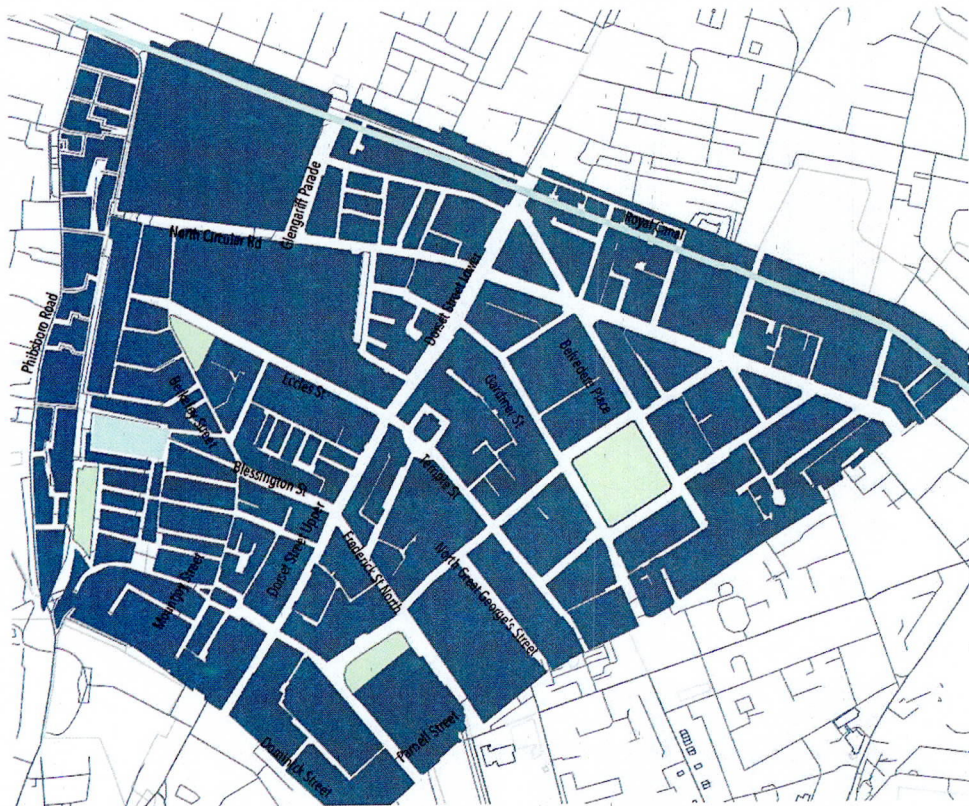
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WHERE WE ARE

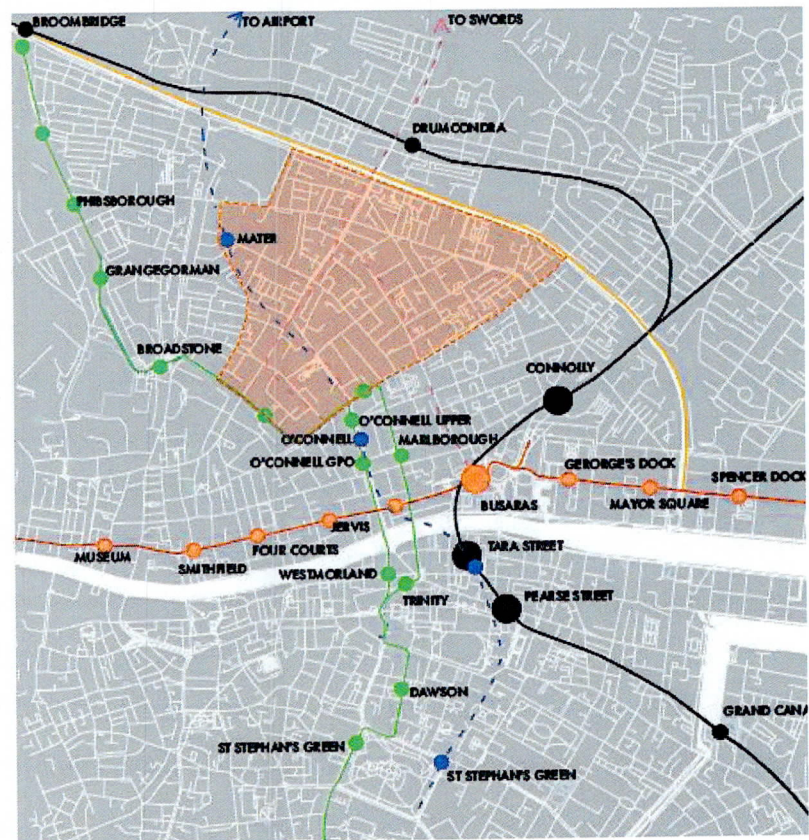
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DORSET STREET TOGETHER PROJECT

WHERE WE ARE



1.1 Area of Study Map

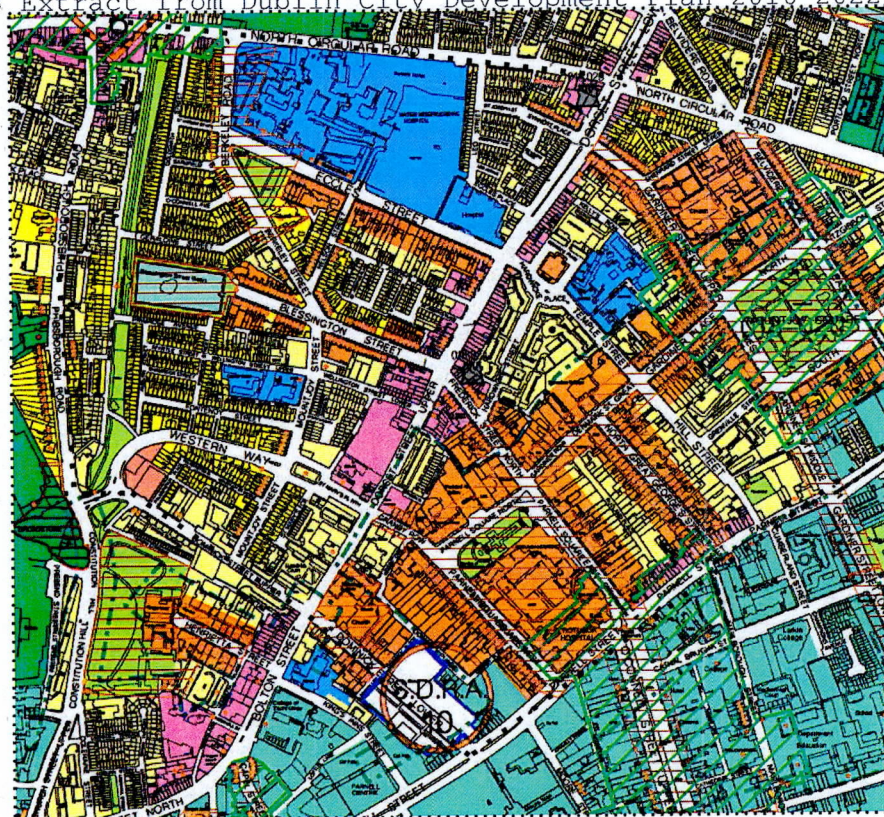


1.2 Network











GREATER DORSET STREET TOGETHER PROJECT

WHERE WE ARE

1.3 Extract from Dublin City Development Plan 2016-2022



Land Use Zoning Objectives

-  **Zone Z1:** To protect, provide and improve residential amenities
 -  **Zone Z2:** To protect and/or improve amenities of residential conservation areas
 -  **Zone Z4:** To provide for and improve mixed-services facilities
 -  **Zone Z5:** To consolidate and facilitate the development of the central area and, to identify, reinforce, strengthen and protect its civic design character and dignity
 -  **Zone Z8:** To protect the existing architectural and civic design character and, to allow for only limited expansion consistent with the conservation objective
 -  **Zone Z9:** To preserve, provide and improve recreational amenities, open space and green networks
 -  **Zone Z10:** To consolidate and and facilitate the development of inner city and inner suburban sites for mixed-uses with residential the predominant use in suburban locations and office/retail/residential the predominant uses in inner city areas
 -  **Zone Z11:** To protect and improve canal, coasts and river amenities
 -  **Zone Z15:** To protect and provide for institutional and community uses
-  **Protected structures**

GREATER DORSET STREET TOGETHER PROJECT

WHERE WE ARE

1.4 Densest Km per sqm in Dublin City



1.5 Survey 2020 of Transient Accommodation



- DRUG TREATMENT RESIDENCES ●
- HOSTELS ●
- STUDENT HALLS ●
- PROPOSED CO-LIVING ●
- AIR BNB ENTIRE HOMES ●

GREATER DORSET STREET TOGETHER PROJECT

3

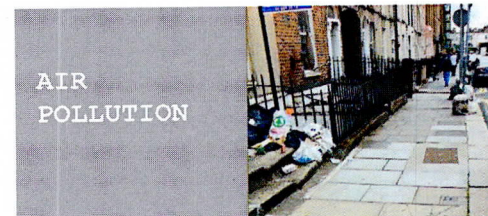
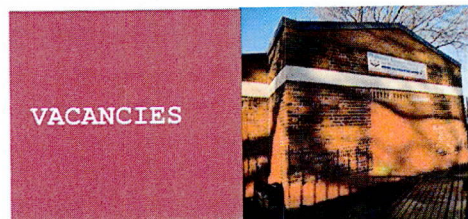
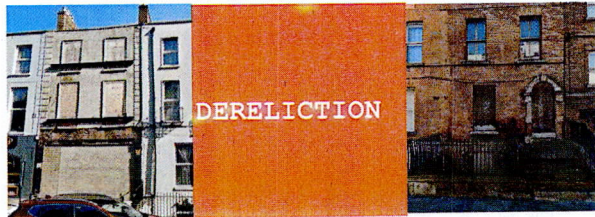
WHAT WE HAVE

GREATER

DORSET STREET TOGETHER PROJECT

WHAT WE HAVE

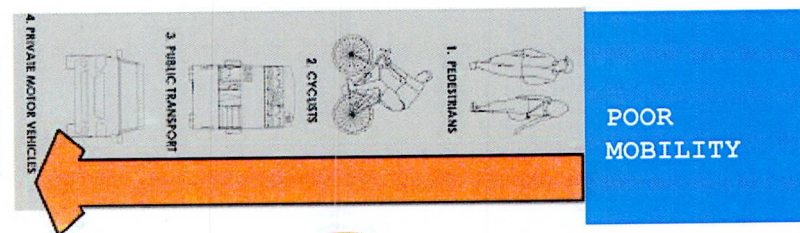
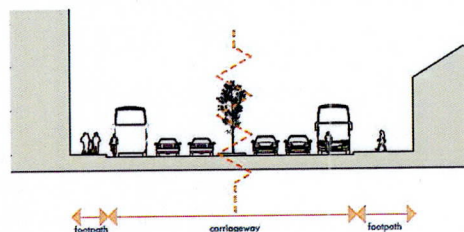
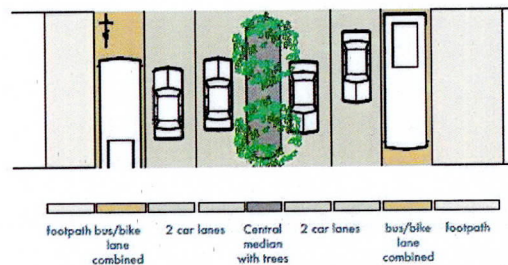
The Problems



GREATER DORSET STREET TOGETHER PROJECT

WHAT WE HAVE

The Problems



GREATER DORSET STREET TOGETHER PROJECT

WHAT WE HAVE

The Problems

POOR UPKEEP



LACK OF
MIXED USE



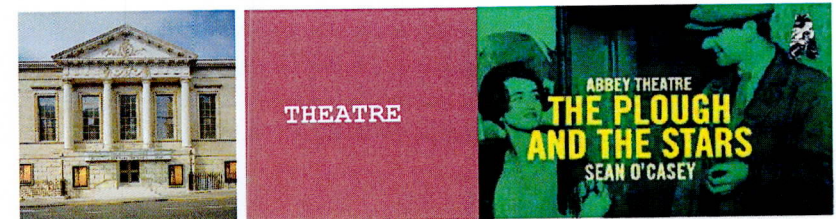
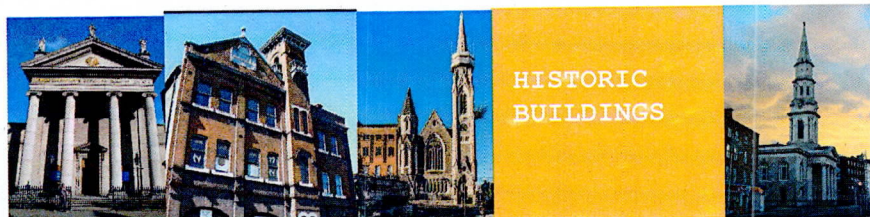
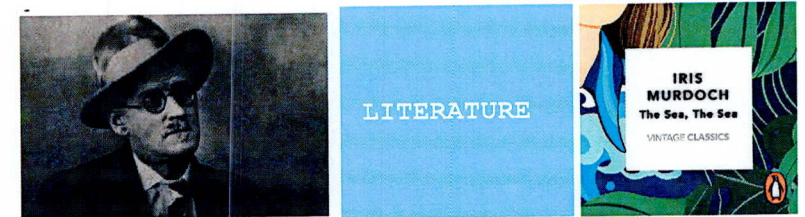
SHUTTERED
SHOPS



GREATER DORSET STREET TOGETHER PROJECT

WHAT WE HAVE

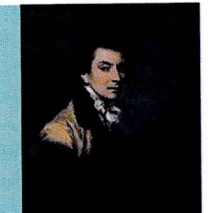
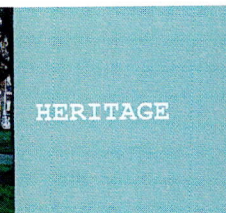
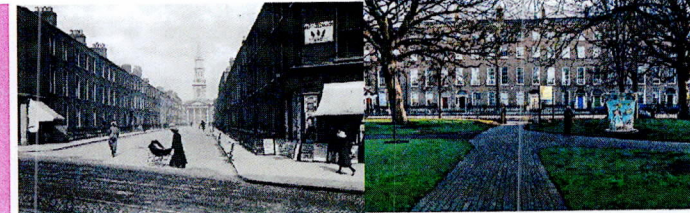
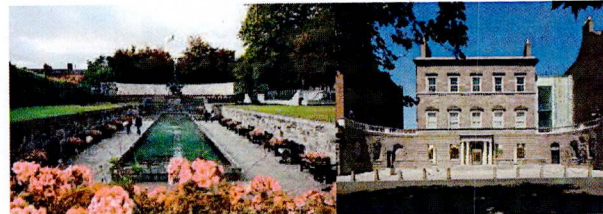
The Potential



GREATER DORSET STREET TOGETHER PROJECT

WHAT WE HAVE

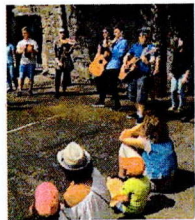
The Potential



GREATER DORSET STREET TOGETHER PROJECT

WHAT WE HAVE

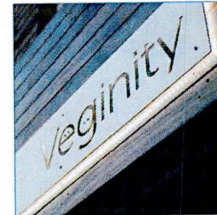
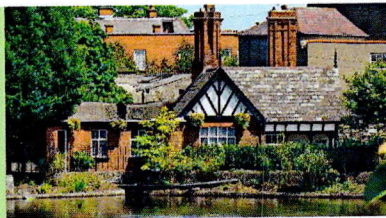
The Potential



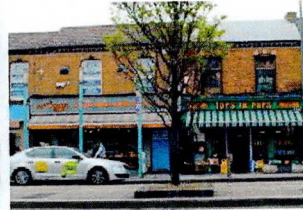
COMMUNITY



PARKS



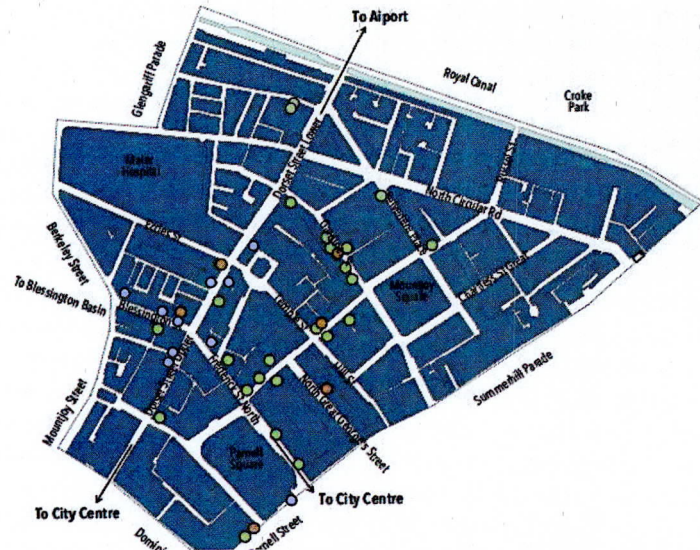
LOCAL
BUSINESS



GREATER DORSET STREET TOGETHER PROJECT

WHAT WE HAVE

The Potential



Legend

Hotels

Cassidy's hotel
Maldron Hotel
Hotel St George
Castle Hotel
Hotel 7
Barry's Hotel
The Belvedere Hotel
Jury's Inn
Clifden House Dublin
Dergvile Hotel
Lyndon House Dublin

Guesthouse

Parkway Guesthouse
Eccles Street Townhouse
Kingfisher Guesthouse

Hostels

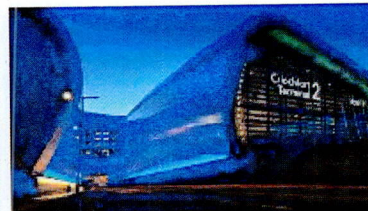
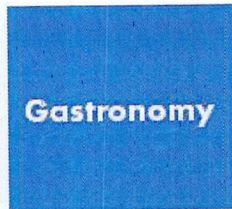
MEC Hostel
Dublin Central Hostel
Gardiner House Hostel

Restaurants

Veginity
Chapter One
Tasty Options
Bleeker Street
Clement + Pakoe
Vish Shop
La Pausa Cafe
Wood Fire Cafe
The Lovin Spoon
Tom Dick + Harriett
Midnight Express
Kavanaghs
Wasabi



Tourism: An Industry Strategy
for Growth to 2025 by
the Irish Tourism Industry
Confederation (ITIC).



GREATER DORSET STREET TOGETHER PROJECT

4

WHAT WE COULD BE

GREATER

DORSET STREET TOGETHER PROJECT

WHAT WE COULD BE

Mobility + Greening



EXISTING

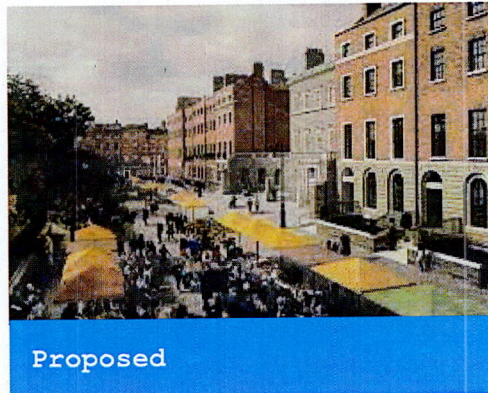


PROPOSED

- More and better pedestrian and cycling infrastructure.
- Reduce car numbers and calm traffic.
- Better maintenance of roads and pavements.
- Encourage conversion to electric driving.
- Disabled parking bays and pull in provision

GREATER DORSET STREET TOGETHER PROJECT

WHAT WE COULD BE



- Bus Connects
- Bus stop
- Street
- Cycle Route
- Green space
- Path
- Pull-in

Destination + Civic Quality

- Bus Connects + Metro to contribute, not destroy opportunity to create self sustainable masterplan for the area



GREATER DORSET STREET TOGETHER PROJECT

WHAT WE COULD BE

Adaptation + Safety



EXISTING

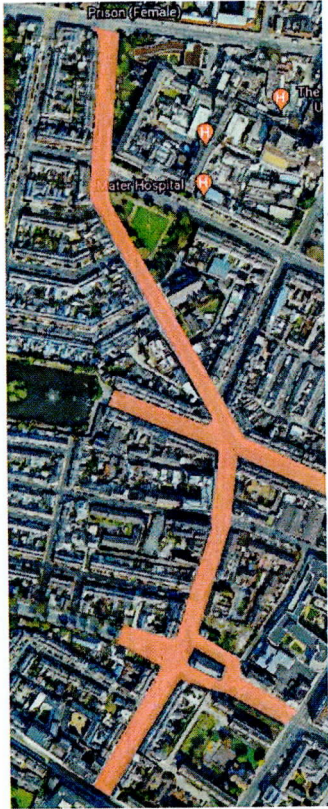


PROPOSED

- Enhance outdoor spaces
- Streets and parks need improvement: better security, reduce litter and greening.
- Promote more cultural outdoor events.
- Implement parklets/pocket parks where possible.
- Vacant sites to be reclaimed for public amenity use.
- Widen footpaths and provide outdoor seating for local hospitality businesses.

GREATER DORSET STREET TOGETHER PROJECT

WHAT WE COULD BE



Creation of Quiet Village Centre + Placemaking along route

- Berkeley Road
- Berkeley Street
- Mountjoy Street
- Blessington Street
- Saint Mary's Place
- Junction with Western Way
- Wellington Street

Inspired by "Woonerf"

- Equal priority to all road users
- Speed control by design
- Enhances urban realm for all users
- Quietens neighbourhood
- Boosts business
- Reduces pollution
- Increases accessibility (no drops)

Village + Placemaking



Existing



Proposed

GREATER DORSET STREET TOGETHER PROJECT

WHAT WE COULD BE

Restoration + Preservation



EXISTING



PROPOSED

- Georgian and Victorian heritage
- Blessington Street Architectural Conservation Area to be respected and expanded.
- Incentives for façade and shopfront improvements
- Refurbishment of Georgian and historic buildings
- Widen footpaths and restore paving.
- Restore grandeur of Western Way, Blessington Street and Constitution Hill
- Reduce street clutter and improve mobility

GREATER DORSET STREET TOGETHER PROJECT

WHAT WE COULD BE

- Follow clear accessible guidelines on shopfront design and facade improvements.
- The guidelines are cost effective and simple in order to allow facade refurbishment accessible to all.
- There is an economic advantage of joint property improvement. Collective refurbishment of a block has a greater economic impact to businesses rather than the refurbishment of a single building within a block.

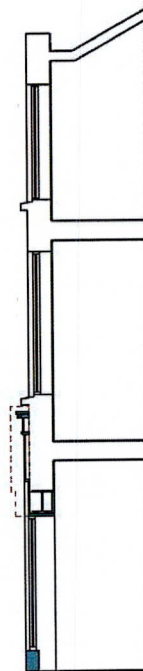


Street Elevation

Discreet
Lighting

Simple
Lettering

Correct
Proportions



Section



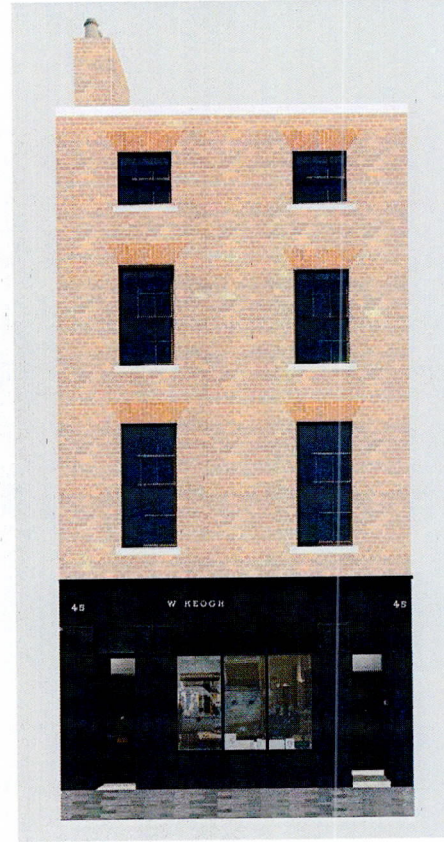
Axonometric View

GREATER DORSET STREET TOGETHER PROJECT

WHAT WE COULD BE



Restoration Incentives

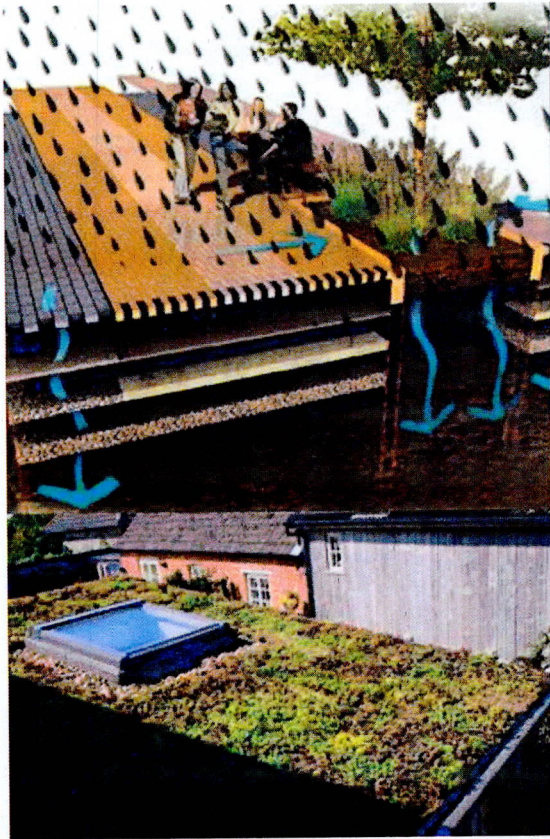


No 52 Dorset Street

- Original brick restored
- PVC windows replaced with sash windows
- Discreet lettering
- High quality finishes
- Obstructive hanging sign removed
- Subtle external lighting

GREATER DORSET STREET TOGETHER PROJECT

WHAT WE COULD BE



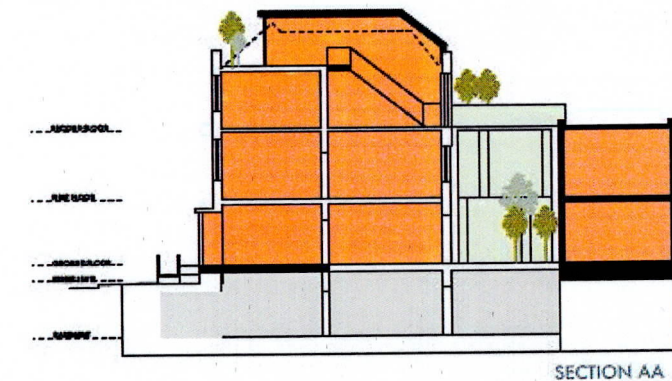
Waste Management + Flood Relief

- Wastewater management and Water Recycling efforts to be prioritised.
- Permeable paving, brick and clay to replace impermeable concrete and tarmac in public realm.
- Add new greening zones.
- Community recycling facilities.
- 90% houses unsuitable for wheelie bins, alternatives needed.

GREATER DORSET STREET TOGETHER PROJECT

WHAT WE COULD BE

Adaptation + Reuse of Building Stock

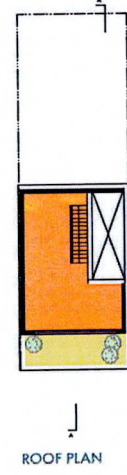
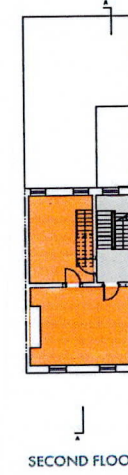
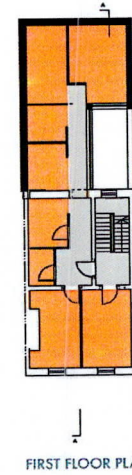
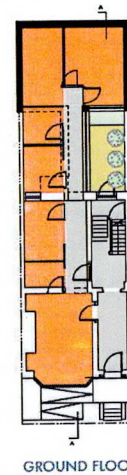
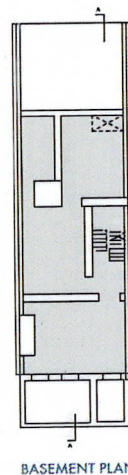


LEGEND

- Storage/Circulation
- Medical
- External Terrace

- An existing building is the most sustainable building
- More flexibility needed around change of use and application of regulations

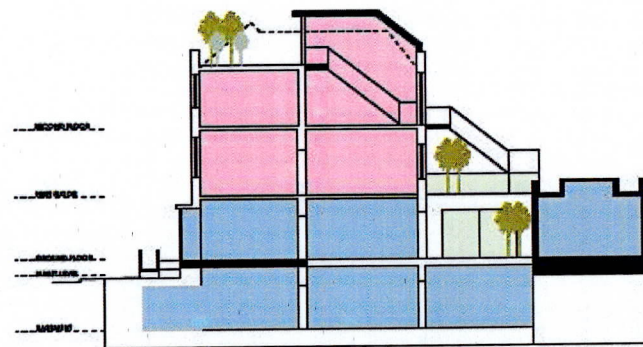
3 storey
over
basement
Medical



GREATER DORSET STREET TOGETHER PROJECT

WHAT WE COULD BE

Adaptation + Reuse of Building Stock



SECTION AA

LEGEND

- Circulation
- Restaurant
- Cookery School
- External Terrace
- Vegetable Garden

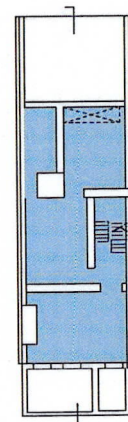
3 storey
over
Cookery
school



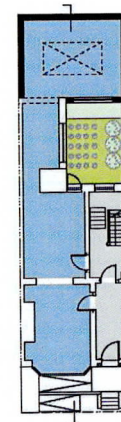
Vegetable Roof Garden



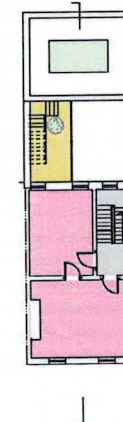
Cookery School



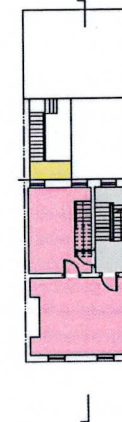
BASEMENT PLAN



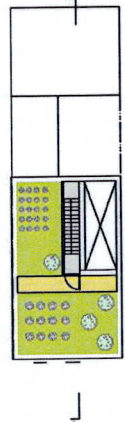
GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN

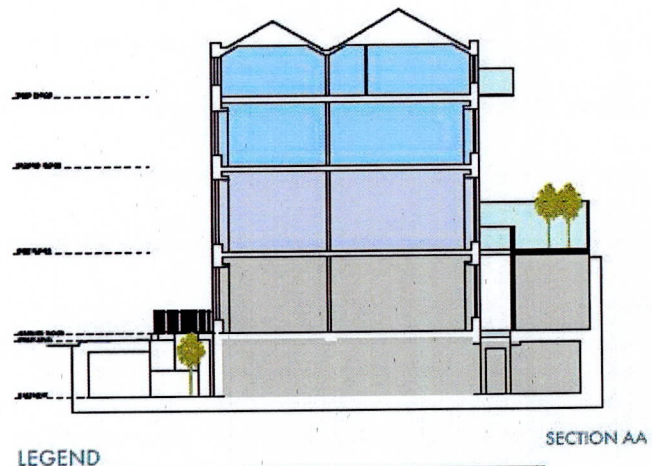


ROOF PLAN

GREATER DORSET STREET TOGETHER PROJECT

WHAT WE COULD BE

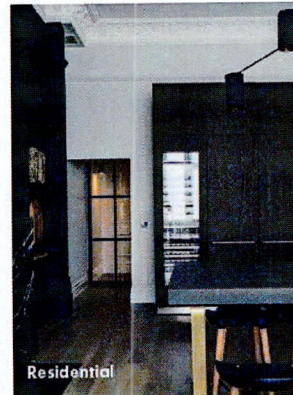
Adaptation + Reuse of Building Stock



LEGEND

- Retail
- Residential (Apartment)
- Residential (Duplex)
- External Terrace

4 storey
over
Mixed use-
residential



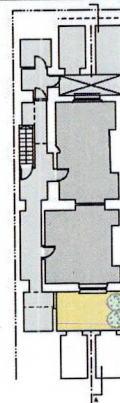
Residential



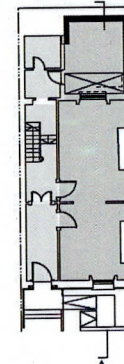
Residential



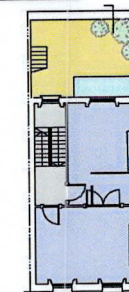
Retail: Clothing



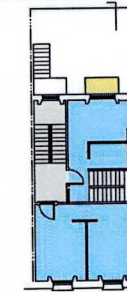
BASEMENT PLAN



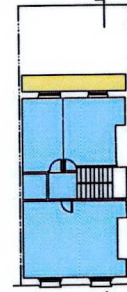
GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN

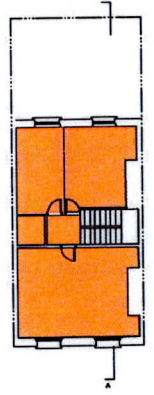
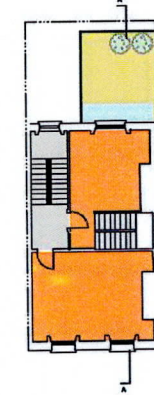
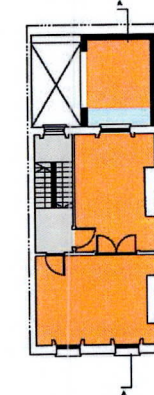
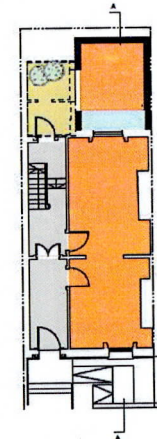
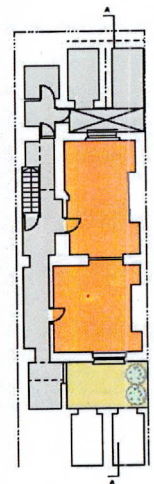
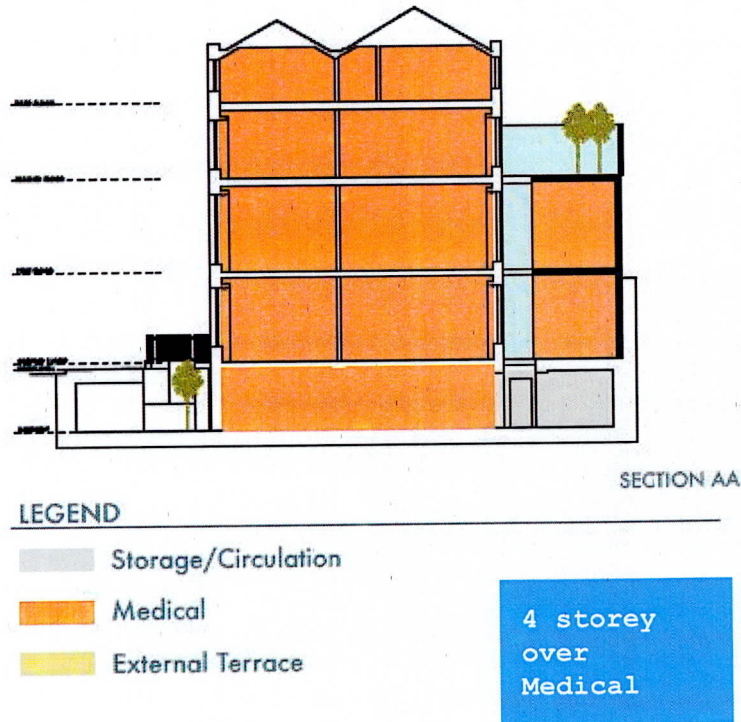


THIRD FLOOR PLAN

GREATER DORSET STREET TOGETHER PROJECT

WHAT WE COULD BE

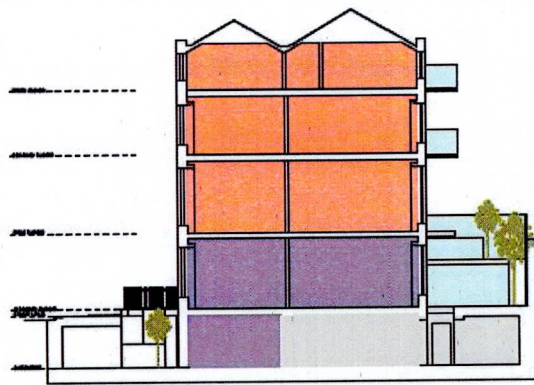
Adaptation + Reuse of Building Stock



GREATER DORSET STREET TOGETHER PROJECT

WHAT WE COULD BE

Adaptation + Reuse of Building Stock



LEGEND

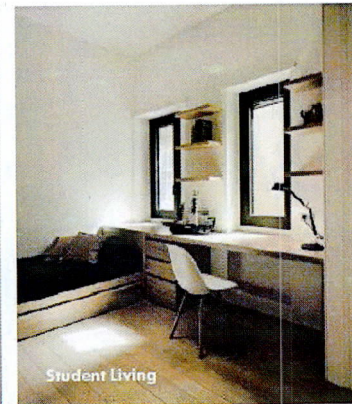
- Circulation/Admin
- Student Residential
- Student Common Areas
- External Terrace

SECTION AA

4 storey
shared
living



Student Living



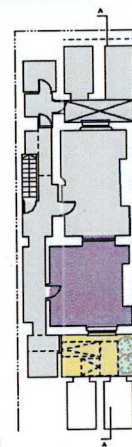
Student Living



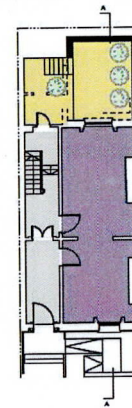
Shared Student Study



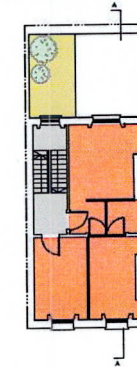
Shared Student Kitchen



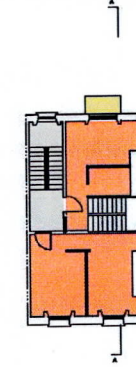
BASEMENT PLAN



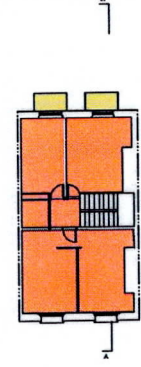
GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN



THIRD FLOOR PLAN

GREATER DORSET STREET TOGETHER PROJECT

Appendix MEDIUM TERM PROJECTS

GREATER

DORSET STREET TOGETHER PROJECT

Project 1- Removal of central median on Dorset St to widen footpaths and improve public realm

A thoughtful re-design of the street, by **removing the central median** and using the gained space for **greening and wider footpaths**, will create a safer and healthier environment for the people who live here while also forcing travellers to use more sustainable modes of transport.

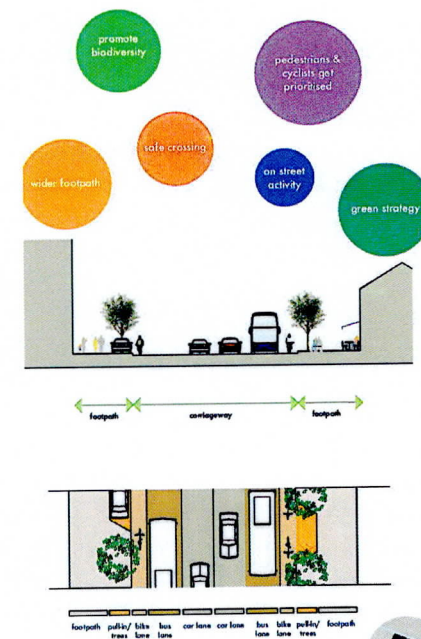
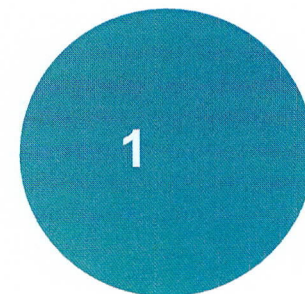
Cycle lane surface to match footpath with sloped verge.

Remove central median

Planting to frame lighting + junctions



- Prioritise people over traffic and make the street safe
- Remove central median
- Use space gained to provide green/rest/pull-in spaces and separate cycle lane from road users
- Segregated Cycle lane joined to path with shared surface and dished
- Narrow junction to protect pedestrians and slow down road users
- Appropriate planting scheme for the enjoyment of residents and to improve air and sound quality
- Narrow road junctions

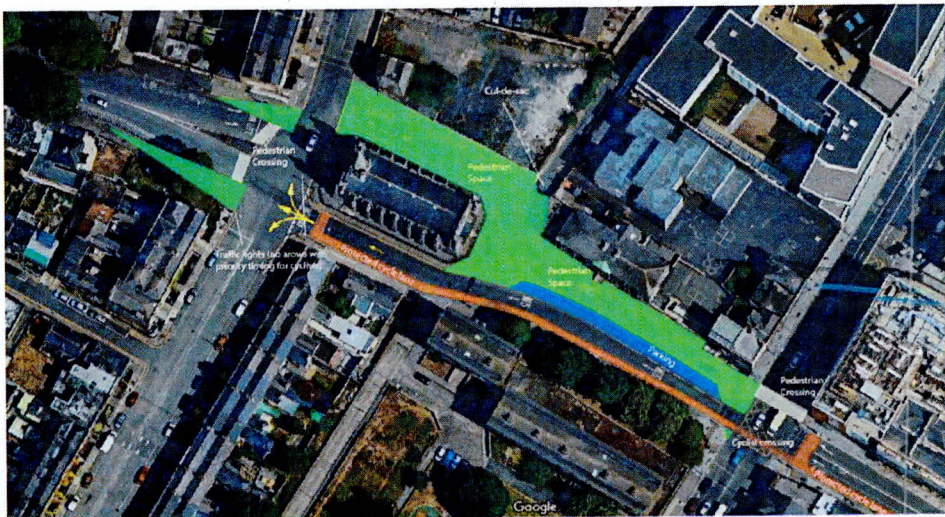


Greater Dorset Street Together Group

Project 2 - New Plaza at Black Church

Pedestrianise south and north of the Black Church to create mini plaza along route from city centre to Grangegorman

- New paving
- New Seating
- New Planting including trees



Greater Dorset Street Together Group

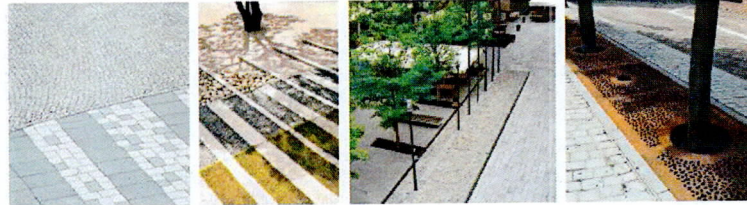
2

Most residents occupy high density developments with below standard private or public open space. The new development should seek to address the lack of provision of open space by utilizing 'left over' spaces as micro parks and greening any opportunity.

There is an opportunity to allow for growth of bio-diversity by planting native species and replacing hard surfaces with permeable soft landscaping.

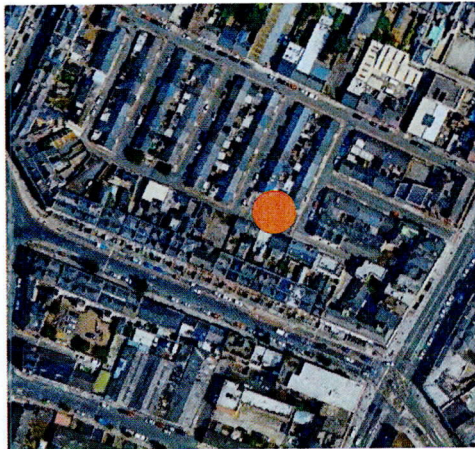


3



Project 3-Micropark at Blessington Court

- Permeable surfaces to improve drainage
- New native planting and wilding
- Reduce bollards
- Provide rest paces



Blessington Court, Dublin 7



Existing



Proposed

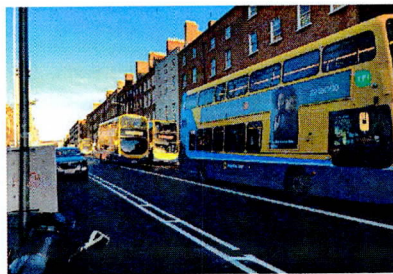
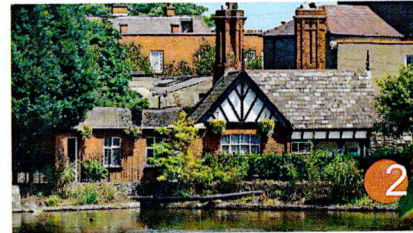
Greater Dorset Street Together Group

4

Project 4 Provide Enhanced pedestrian route from Parnell Square to Botanic Gardens

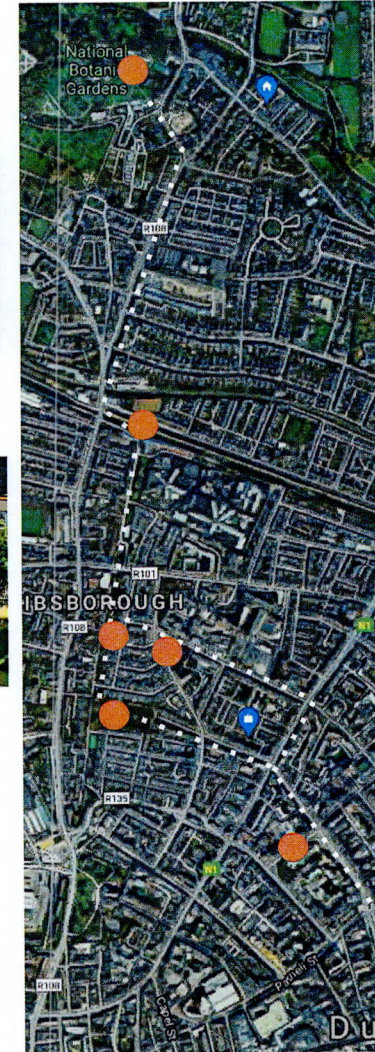
Create permanent tree canopy along Dorset Street and Blessington Street

Creation of 'National Botanical Way' - specially enhanced pedestrian route from Parnell Square linking to the Botanic Gardens via Blessington Street & Basin; subject to special planning and maintenance / tree planting controls to give an improved environment, pedestrian route, increase the attractiveness of the hinterland.
a clear pedestrian (and tourist) route from central dublin tourist attractions to others in Glasnevin, becoming an attraction in itself.

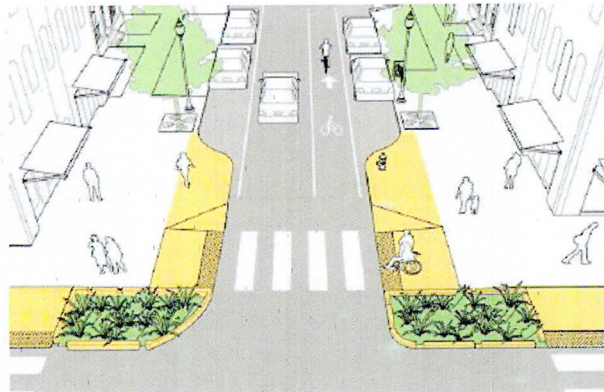


Condition of Existing Route

Greater Dorset Street Together Group



5a

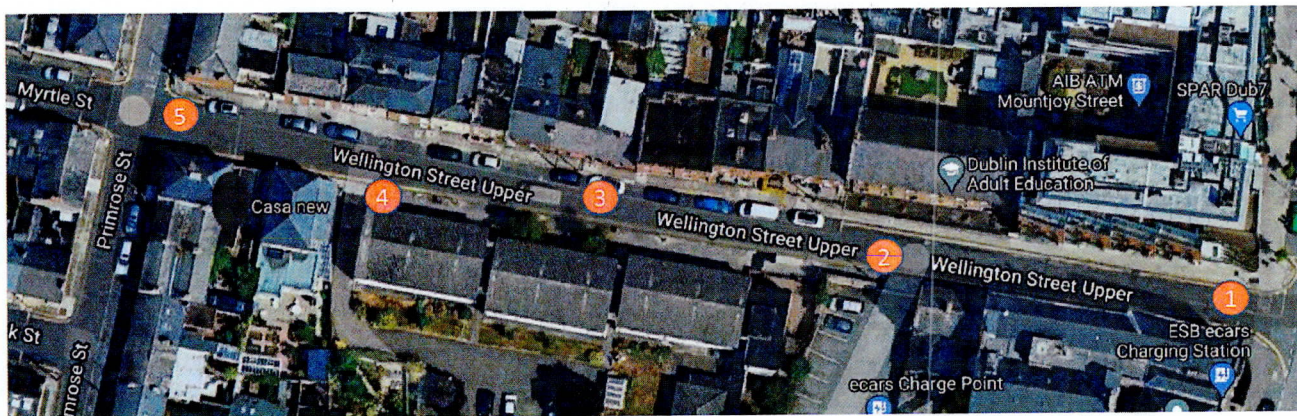


Project 5 a
Provide Traffic calming at
Wellington Street

Proposed

1 4 5

2 3

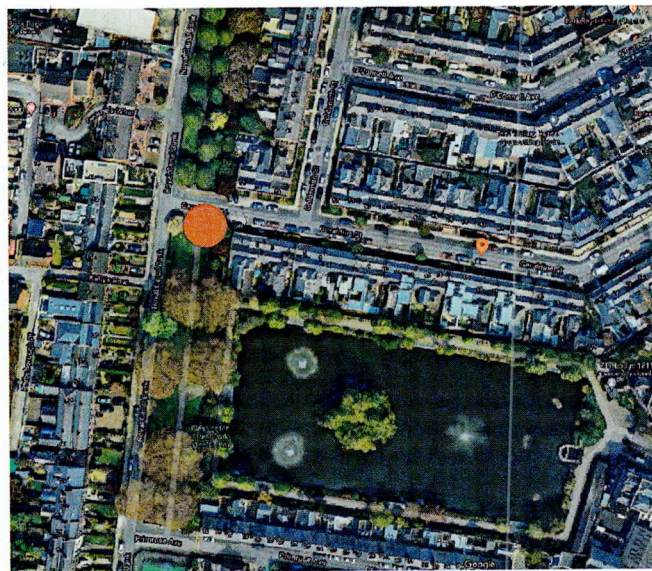


Wellington Street-action areas

1. Narrow junction by widening footpaths
Change surface to paving to highlight
go slow zone
2. Traffic calming measures

Greater Dorset Street Together Group

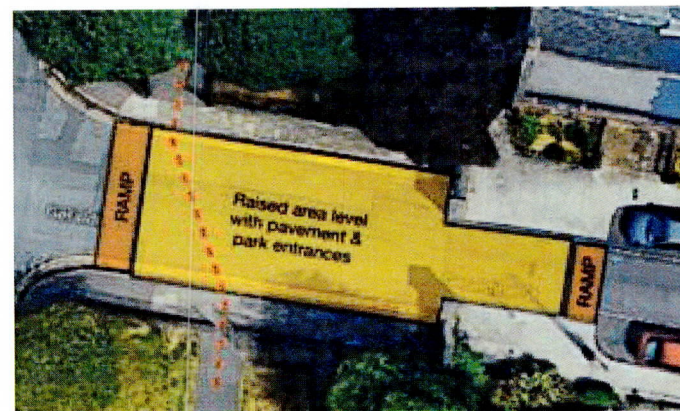
5b



Geraldine Street and Royal Canal Way Junction

Project 5b
Provide Traffic calming at the
junction of Geraldine St and Royal
Canal Bank

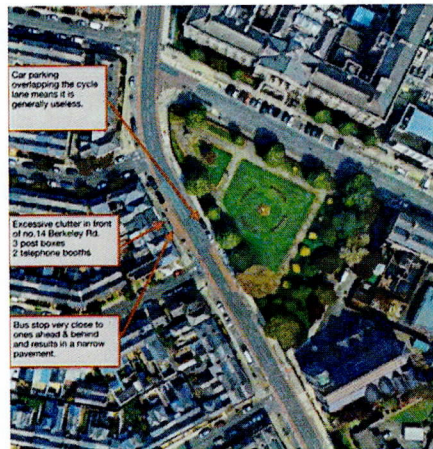
- Narrow junction by widening footpaths
- Introduce aesthetically designed ramps
- Change surface to paving to highlight go slow zone



Proposed

Greater Dorset Street Together Group

6



It is proposed that the time limited car parking adjacent to the park would be removed and the kerling would revert to its original location. This would allow the cycle lane to operate 24-7 and be protected if required. Currently a number of cars usually park well before the 10am start resulting in the cycle lane being inoperable.

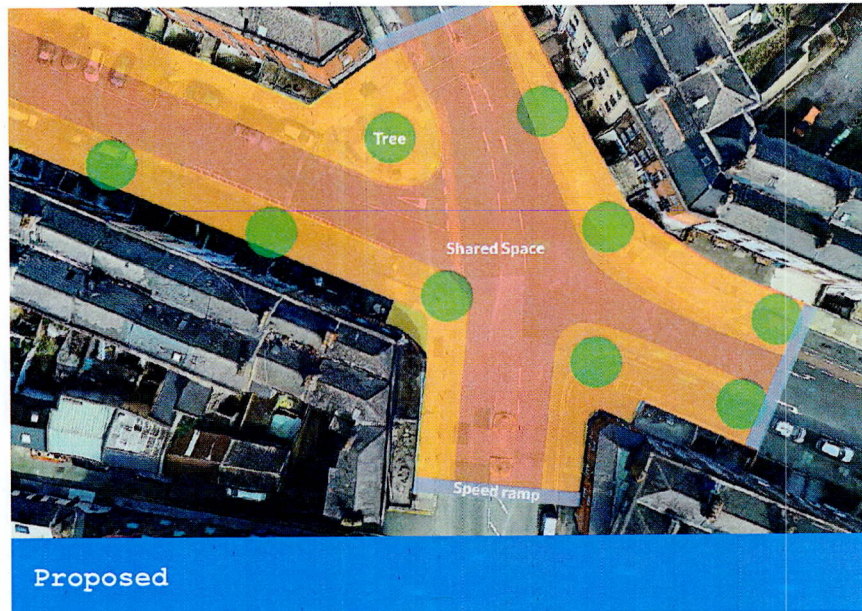
Project 6 Provide Public Access to Four Masters Park and Improved pedestrian mobility on Berkeley Road

- Opening of Four Masters Park to public
- Removal of superfluous signage and unify remaining
- Removal of guard rails along footpaths
- Widen footpaths
- Remove car parking along Four Masters Park
- Place bicycle racks in car parking lots, not on pavement



Figure 6.5. Berkeley Road. Street clutter could be removed (red crosses) and the street could be widened (beige strip). This would allow for fewer obstacles for pedestrians, while also allowing for outdoor seating for business.

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Project 7 Shared Space at Junction of Berkeley Road + Blessington Street

- Ideal opportunity for placemaking.
- Located on axis with Blessington Basin from O'Connell Street
- Has high volume of pedestrian and cycling traffic
- Businesses with outdoor space needs adjoin
- Large centres of employment nearby eg hospital
- Speeding is highly problematic. Only one pedestrian crossing
- Unnecessarily wide road space for cars
- Planting potential that ties in with 'Botanic Way' concept



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CONCLUSION

A thoughtful re-design of the street, by **removing the central median** and using the gained space for **greening and wider footpaths**, will create a safer and healthier environment for the people who live here while also encouraging locals and visitors to use more sustainable modes of transport.

This submission is prepared by Katherine Kelliher of Kelliher Miller Architects, 10 Blessington Court, Dublin 7 on behalf of The Greater Dorset Street Together Group.

Appendix:

Greater Dorset Street Together Project

Kelliher Miller Architects
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GREATER DORSET STREET TOGETHER PROJECT