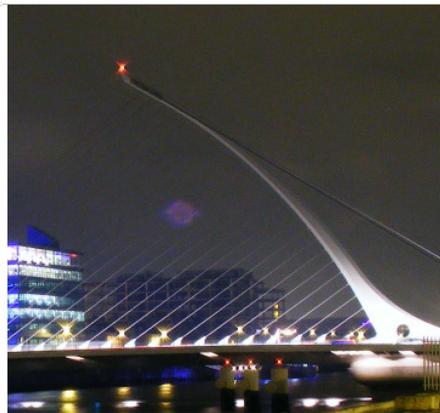
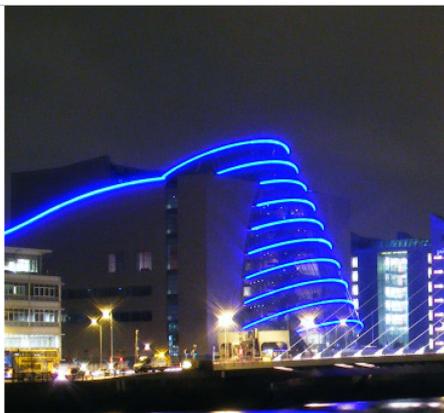


# Strategic Environmental Assessment (SEA) of the Proposed Amendments to

## North Lotts and Grand Canal Dock Planning Scheme 2014







Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

## **Strategic Environmental Assessment (SEA)**

### **Assessment of the Proposed Amendments**

For the

### **Planning Scheme for North Lotts/Grand Canal Dock Strategic Development Zone (SDZ)**



**Prepared by  
Planning and Economic Development Department  
Dublin City Council  
May 2019**

## **1.0 Introduction**

This is the Strategic Environmental Assessment (SEA) Environmental Report for the proposed amendments to the planning scheme for the North Lotts/Grand Canal Dock (Docklands) Strategic Development Zone (SDZ). The purpose of this report is to provide a clear understanding of the likely environmental consequences of decisions regarding the amendment of the Planning Scheme. The SEA is carried out in order to comply with the provisions of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI No. 436 of 2004) as amended. This report should be read in conjunction with the Environmental Report of the adopted Planning Scheme.

## **1.2 Background**

On 18th December 2012, the Government designated lands at North Lotts and Grand Canal Dock in Dublin's Docklands as a Strategic Development Zone (SDZ). This Order was made in accordance with Part IX of the Planning and Development Act 2000-2011, and Dublin City Council, as Development Agency (S.I.no. 530/2012) subsequently prepared a planning scheme for the lands.

Under S.I.no. 530/2012 the area is set out as an SDZ 'for the provision of residential development, employment services, commercial activities (including financial services and office, hotel, conference, leisure and retail facilities), cultural facilities, embassies, emergency services, childcare services, educational facilities, transport facilities and community facilities referred to in Part III of the First Schedule to the Act of 2000.'

### **Hubs and Development Code**

Five distinct Hubs were designated across the scheme, each of which would have a concentration of commercial/entertainment uses, cafes and restaurants. These would animate the area and be located at Spencer Dock, Point Village, Britain Quay, Grand Canal Square, and Boland's Mills. The hubs would each have their own character and role, having mixed uses, an open space, landmark buildings and quality public realm. The background to building heights in the area is set out in section 4.10.6 and 4.10.7 of the planning scheme.

The SDZ development code (see Figure 35 of the scheme, illustrated below) set out the overall pattern of development defining street-types, public spaces and fixed versus flexible building lines. Proposed bridge locations were also included, and street widths were set out along with indicative cross sections. This formed the framework for more detailed requirements for each 'City Block'. Building heights were considered generally appropriate in the range 5- 8 storeys, reflecting the importance of urban streets in Dublin and in cities such as Barcelona. Some areas were identified as suited to greater height however, and such sites were specifically earmarked for landmark buildings of predefined maximum height as an integral part of the overall urban structure.

For each of the individual 20 City blocks a 'city block development code' was devised in the context of the overall scheme. This set specific objectives for building layouts, land uses and building heights within each City block. Public realm and public spaces were also set out. A degree of flexibility was incorporated into the City Block Code, whereby the position of some important building lines were fixed whilst others were flexible in areas where they would not impact on the desired public realm and streetscape.

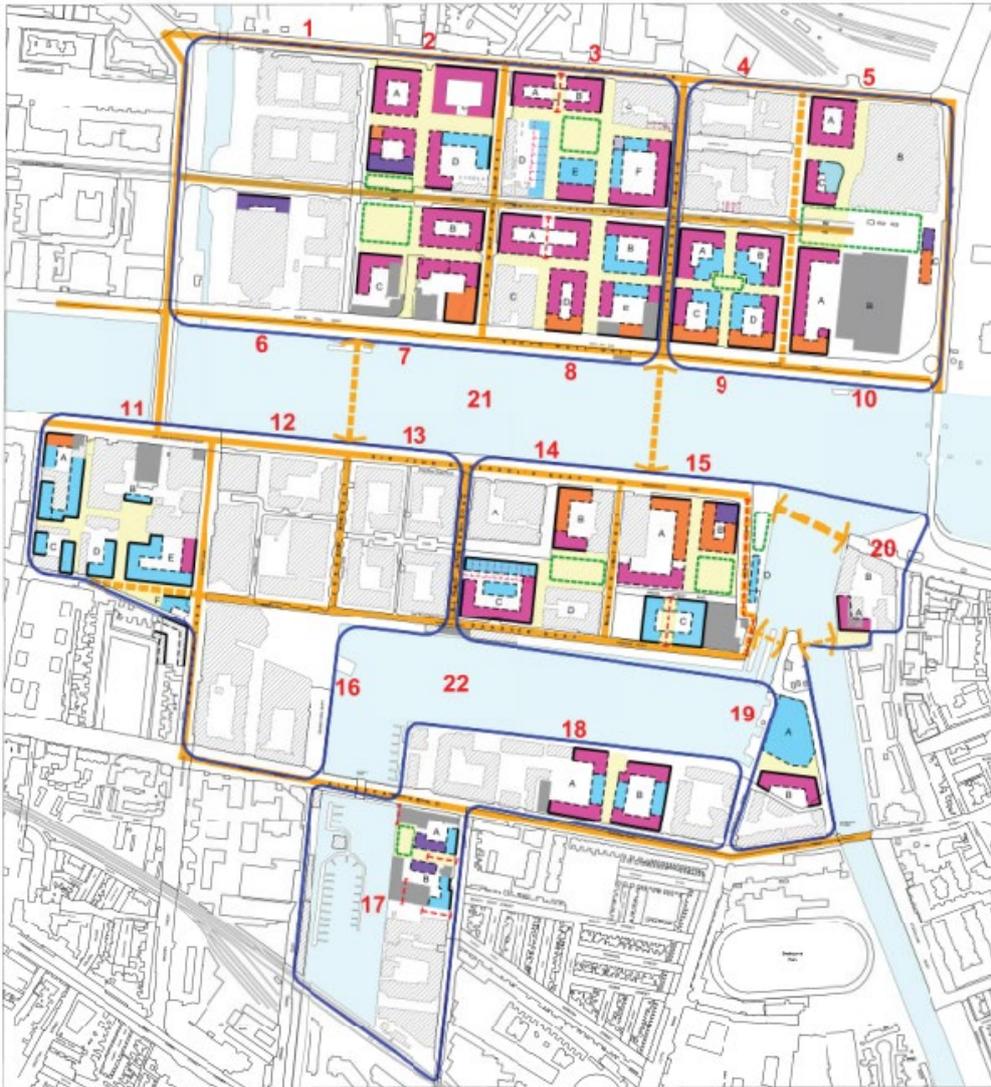


Fig 35 - Development Code For City Blocks

KEY		CITY BLOCK BUILDING LINE	—————
SDZ BOUNDARY	-----	FLEXIBLE BUILDING LINE	-----
EXISTING MAJOR STREETS	—————	INDICATIVE FINE URBAN GRAIN	
NEW MAJOR STREETS	-----		
PROPOSED PEDESTRIAN BRIDGE	⇄	BUILDING HEIGHTCODE:	
PROPOSED PUBLIC TRANSPORT BRIDGE	⇄	5 STOREY COMMERCIAL / 6 STOREY RESIDENTIAL	■
NEW LOCAL STREETS & SPACES	■	6 STOREY COMMERCIAL / 7 STOREY RESIDENTIAL	■
PEDESTRIAN CONNECTION	-----	8 STOREY COMMERCIAL / 10 STOREY RESIDENTIAL	■
CIVIC / PUBLIC SPACES	-----	LANDMARK BUILDINGS	■
HUBS	□		
EXISTING BUILDING	▨	Fig. 35	
EXISTING PROTECTED STRUCTURE	■	City Block Development Code	↑
		INDICATIVE LAYOUT TO ACHIEVE OBJECTIVES OF SCHEME	

The above process, whereby the specific parameters of built development permissible were established, enabled the generation of indicative capacity figures for the entire scheme and these are outlined in Section 1.2.5 of the Planning Scheme; i.e. an estimated 2,600 residential units and 305,000 sq. m of commercial capacity.

### **Building heights**

Section 5.4.5 of the North Lotts and Grand Canal Dock SDZ Planning Scheme sets out the design rationale for building heights. Heights in the scheme were based on assumed floor to ceiling dimensions of three metres for residential and four metres for commercial uses. Ground floors were to be of standard commercial height for design and adaptability reasons. Large city blocks were to provide a strong streetscape and were typically 6 storey commercial height or 7 storeys for residential. Inside this 'outer crust', more local/secondary spaces within the blocks were to be lined by lower buildings of 5 storey commercial or 6 residential storeys. The Liffey Quays, due to the width of the River Liffey in the SDZ, provided an opportunity for variation to the above, with generally 8 storey commercial and 10 residential permissible. Grand Canal Dock, Hanover Quay and Charlotte Quay differed because of the width of the water body and the significance of protected structures in the area. Heights in these areas were planned at 6 commercial and 7 residential storeys, this approach providing for strong streetscapes and a varied typology.

Additional height landmarks were planned in 4 of the hubs, i.e. at Station Square, Point Square, Britain Quay and at Bolands Mills. The height of each of these landmarks buildings was based on merits/characteristics of each individual area with consideration to both views and context in each case. For all buildings more than two storeys higher than those adjacent, a shadow analysis and microclimate analysis was required as part of any planning application. The possibility of underdevelopment was also considered, and for this reason, developments with more than two storeys less than the identified height were not considered acceptable. In addition to the specified target heights, an additional set-back floor could be considered, subject to shadow analysis and a compelling design rationale, except block numbers 1-5 for streetscape/design reasons.

### **Recent Government Guidelines on Building Height**

Statutory guidelines for Planning Authorities on 'Urban Development and Building Heights' was published in December 2018 under Section 28 of the Planning and Development Act highlights the potential of generic maximum height limits to undermine national policy objectives in some cases, resulting in unsustainable patterns of development rather than urban consolidation.

The guidelines hence aim to address this concern, expanding on NPF requirements and setting new planning criteria for cities, suburbs and towns. Development Plans, LAPs, and SDZ planning schemes must become "more proactive and more flexible in securing compact urban growth through a combination of both facilitating increased densities and building heights, whilst also being mindful of the quality of development and balancing amenity and environmental considerations" (Section 2.7). Paragraph 2.11 then promotes the identification of areas where a cluster of higher buildings can be accommodated.

Section 3 of the Guidelines focuses on implementation of the new approach through the development management process. A set of specific criteria are provided, which must be met in planning application content, and these criteria are bracketed under headings relating to different urban scales ; i.e. at the scale of the city, scale of the district/neighbourhood/ street, and scale of the site/building. Specific assessments may also be required to address such aspects as microclimate and the natural environment.

In relation to established SDZ planning schemes, the guidance is quoted hereunder, as set out in Specific Planning Policy Requirement 3 (or 'SPPR 3'), Part 'B'

*'In the case of an adopted planning scheme the Development Agency in conjunction with the relevant Planning Authority (where different) shall upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights be generally increased in appropriate locations shall be articulated in any amendment(s) to the planning scheme.'*

It is on foot of the above requirement, in the context of the guidelines, that the proposed amendments to the North Lotts and Grand Canal Dock SDZ planning scheme is being sought.

### **1.3 Proposed amendments to the Planning Scheme**

It is intended to revise building height controls in the planning scheme. The amendments would allow the adopted North Lotts and Grand Canal Dock Planning Scheme document comply with the heights' guidelines published by the Department of Housing, Planning and Local Government. Also enclosed are statements in relation to Appropriate Assessment and Strategic Environmental Assessment considerations.

The North Lotts and Grand Canal Dock SDZ Planning Scheme contains development codes for height standards in Figure 35. The amendment now seek to revise the following heights standards having regards to the criteria set out in the heights' guidelines

- (a) Text providing for additional Storey supporting Figure 35 and compliance with heights guidelines
- (b) Amend urban form/heights in City Blocks 2, 3,7, 9, 11, 18 and 19
- (c) Amend Figure 35 Graphic

#### 1.4. How to Read this Document

The proposed amendments to the North Lotts and Grand Canal Dock Planning Scheme 2014 are set out in **Section 1.5** of this document. These comprise changes to City Blocks /graphics/figures and also text changes.

Proposed amendments to the planning scheme are text changes and their location in the plan is referenced where applicable (references to page numbers are to the planning scheme page number).

- Deletions as shown as ~~red and strikethrough~~ text,
- Amendments / additions are shown as **green and bold text**

See example below.

CR7

From

To explore established and emerging artists connection to docklands as a place in which they live and work and to consider ways to develop their relationship with local residents, nurturing a community of artists as part of the creativity of the Docklands Cultural Quarter.

To

To explore ~~established and emerging artists connection to docklands as a place in which they live and work and to consider ways to develop their relationship with local residents, nurturing a community of artists as part of the creativity of the Docklands Cultural Quarter.~~ **a variety of mechanisms to support a structured form of engagement with professional artists living and working in the wider docklands area** nurturing a community of artists as part of the creativity of Docklands

**Note: This Report MUST BE READ IN CONJUNCTION with the Environmental Report of the North Lotts and Grand Canal Dock Planning Scheme.**

## 1.5. Proposed Amendments to North Lotts and Grand Canal Dock Planning Scheme

### Section 5.4.5 Height as part of the Urban Structure

Page 174. Last sentence to be amended, i.e. “In addition to the setbacks which may be necessary for design and amenity reasons within the height envelope in Fig. 35, an additional storey, with a setback of 1.5m plus may be considered subject to a shadow analysis and a compelling urban design rationale. ~~This option for additional storey shall not apply to Blocks 1 to 5~~ This provision does not apply to any landmark or local landmark buildings

### Section 6.1.2 providing co-ordinated delivery, requirements for each City Block

Page 223. Last paragraph to be amended, i.e.

~~In relation to height, any new building or additional height to existing buildings shall relate to the prevailing height as set out in the relevant city block or adjacent blocks in the Development Code.~~ The approved amended SDZ Planning Scheme has had full regard to the Planning Guidelines on Urban Development and Building Height 2018. As such, any proposed new building replacing an existing building or additional height to existing buildings shall be assessed in the context of the overall height in the approved amended SDZ Planning Scheme, which reflect the criteria set out in the Building Height Guidelines. Proposals involving a material change of use shall accord with the land use mix ratio as set out in the Development Code (See Chapter 5 for Development Code for Individual City Blocks).

### Appendix 3, Providing Co-ordinated Delivery

Page 264. Penultimate paragraph to be amended, i.e.

~~In relation to height, any new building or additional height to existing buildings shall relate to the prevailing height as set out in the relevant city block or adjacent blocks in the Development Code.~~

The approved amended SDZ Planning Scheme has had full regard to the Planning Guidelines on Urban Development and Building Height 2018. As such, any proposed new building replacing an existing building or additional height to existing buildings shall be assessed in the context of the overall height in the approved amended SDZ Planning Scheme, which reflect the criteria set out in the Building Height Guidelines.

### City Block 2

Page 183 Section 5.5.2, 2, ‘Urban Form/Height Range’ to be amended .i.e.

- Block 2A to be 8 Storey commercial/10 storey residential fronting onto Sheriff Street Upper.
- 12 Storey residential local landmarks at NE and NW corners of block 2B, to extend along no more than one third of the sub-block frontages.
- Block 2C to be 12 storey (maximum) commercial (minimum 10 storey) fronting Station Square, to achieve balance between hub quantum and view lines from Georgian mile. Landscaped plaza south of block. Western side of 2C to be 8 storey commercial/10 storey residential.

- Remaining blocks to range between 5 storey commercial/6 storey residential and 6 storey commercial/7 storey residential, stepping down to 3 residential immediately north and west of the Mayor Street terrace.
- Urban blocks to front Sheriff Street to remake and contain the street.
- The 7 storey residential frontage to New Wapping Street responds to the 2/3 storey terrace opposite, more favourably than the 9 storey scheme previously certified.

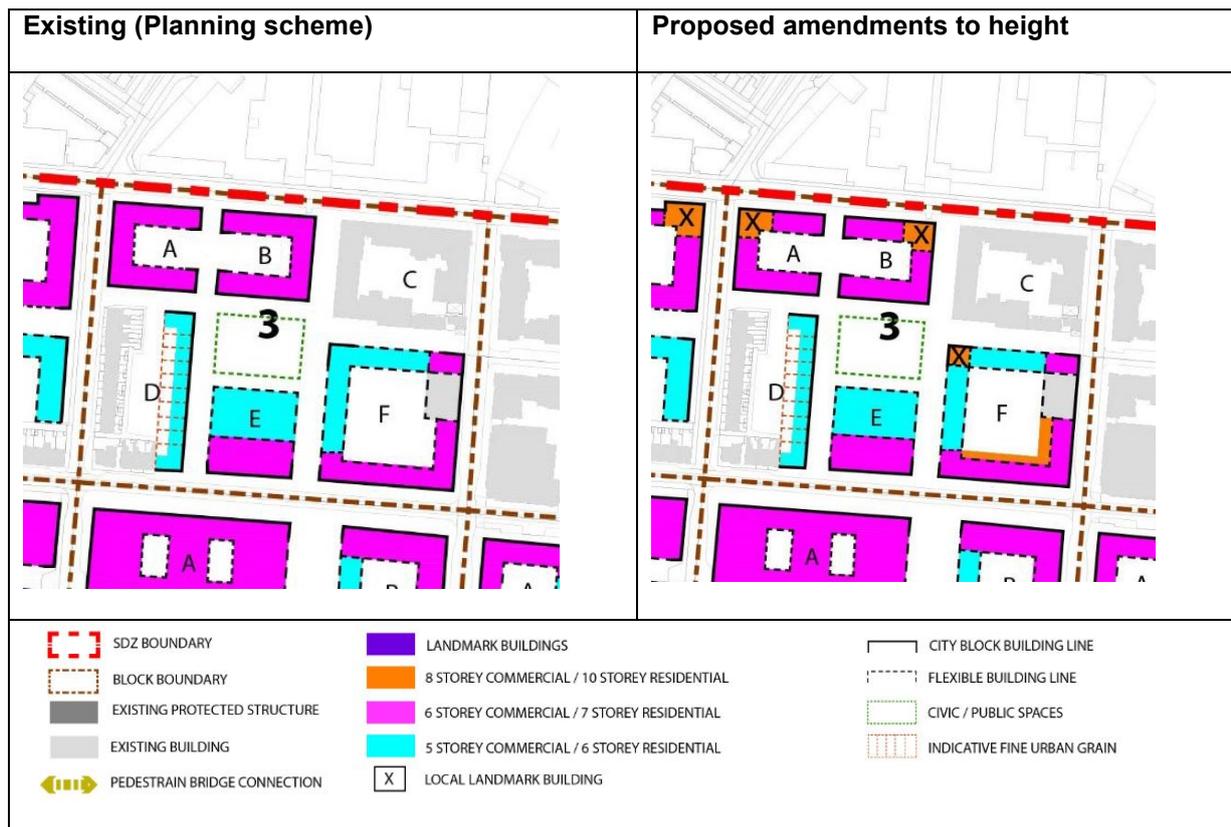
• ~~Any temporary pavilion buildings to be up to a maximum of 4 storeys~~



### City Block 3

Page 184 Section 5.5.3, Urban Form/Height Range to be amended .i.e.

- Up to 7 residential/6 commercial provides strong perimeter to city block.
- **10 storey commercial/ 12 Storey residential local landmarks at corners 3A and 3B and must extend for no more than one third of the length of the sub-block frontages.**
- **3-4 storey residential** on block 3D to provide transition with existing 2 storey terraces, stepping down to 3 storey residential immediately east of the terrace on Mayor Street Upper and to the rear of the northern end of the terrace on New Wapping Street.
- **8 storey commercial/10 storey residential setback at 3F. The North-west corner of 3F to provide a vertical modulation of up to 10 storey commercial/12 storey residential and must extend no more than one third of the length of the sub-block frontages.**

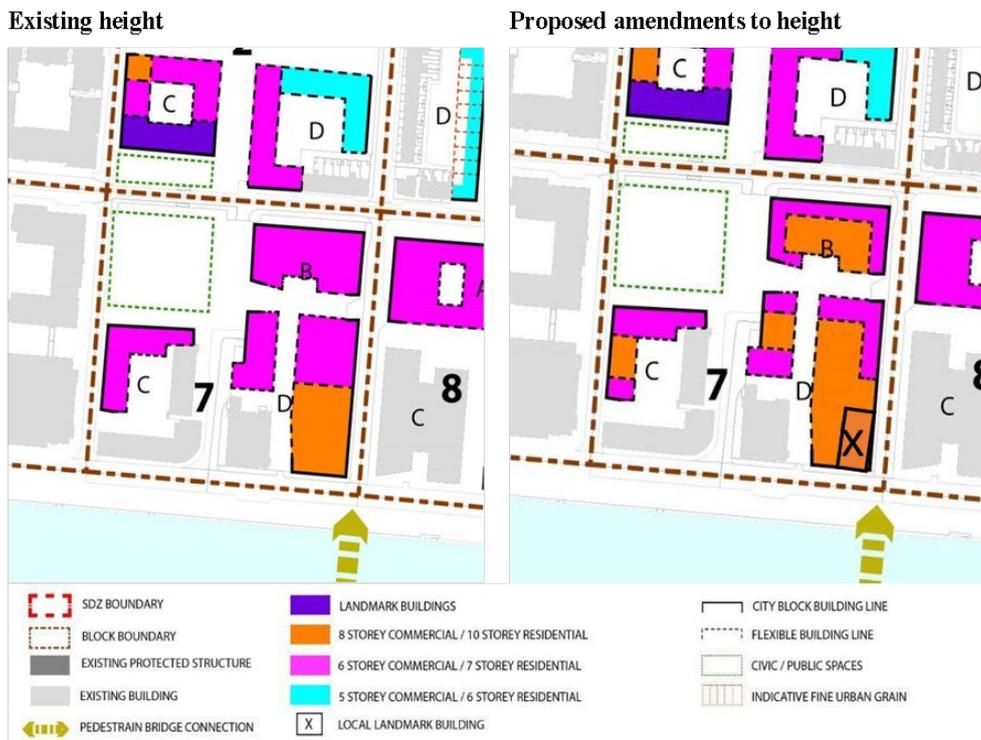


### City Block 7

Page 190 Section 5.5.7, Urban Form/Height to be amended .i.e.

- ~~6 Storey commercial/ 7 storey residential in blocks 7C and D to provide balanced context for the Protected Structures and central Station Square.~~
- 7 Storey commercial to block 7B fronting Station Square, reducing to 6 storeys commercial (7 residential) to east, having regard to balance between economic hub and residential amenity for terrace north of Mayor Street. **To include 8 storey commercial/ 10 storey residential setback from Mayor Street Upper frontage. The additional storeys to sit below a 35 to 45 degree inclined plane from the main parapets fronting all streets and spaces.**
- 8 storey commercial /10 storey residential element set within the central section of the western side of 7C – (comprising up to 40% of the total frontage)**
- ~~6 storey commercial/7 storey residential in Block 7D raising to 8 storey commercial to North Wall Quay with appropriate transition to the Protected Structure, the former London and North Western Hotel.~~
- 8 storey commercial /10 storey residential on Block 7D, reducing to 6 storey commercial/7 residential on northern frontages, part eastern frontage on New Wapping Street and north of the protected structure ( former London and North Western Hotel)**

- 12 Storey commercial/ 15 storey residential local landmark at corner of New Wapping Street and North Wall Quay, not to exceed 40m x 25m in area (25m along North Wall Quay and 40m along New Wapping Street).
- ~~Any temporary pavilion buildings to be up to a maximum of 4 storeys~~



### City Block 9

Page 194 Section 5.5.9, Urban Form/Height to be amended .i.e.

- Building heights to range from 5 storey commercial (6 storey residential) to 8 storey commercial (10 storey residential) to allow for residential amenity and appropriate transition in scale, as well as sufficient enclosure onto main streets, and appropriate scale fronting Quays.
- 12 Storey residential local landmark at the north east corner of 9B to extend not more than 30% of the frontage to Mayor Street upper and 25% of frontage along North Wall Avenue.
- A 22-25 storey Liffey Gateway residential tower at the south-east corner of block 9D not exceeding 25m x 30m per floor.

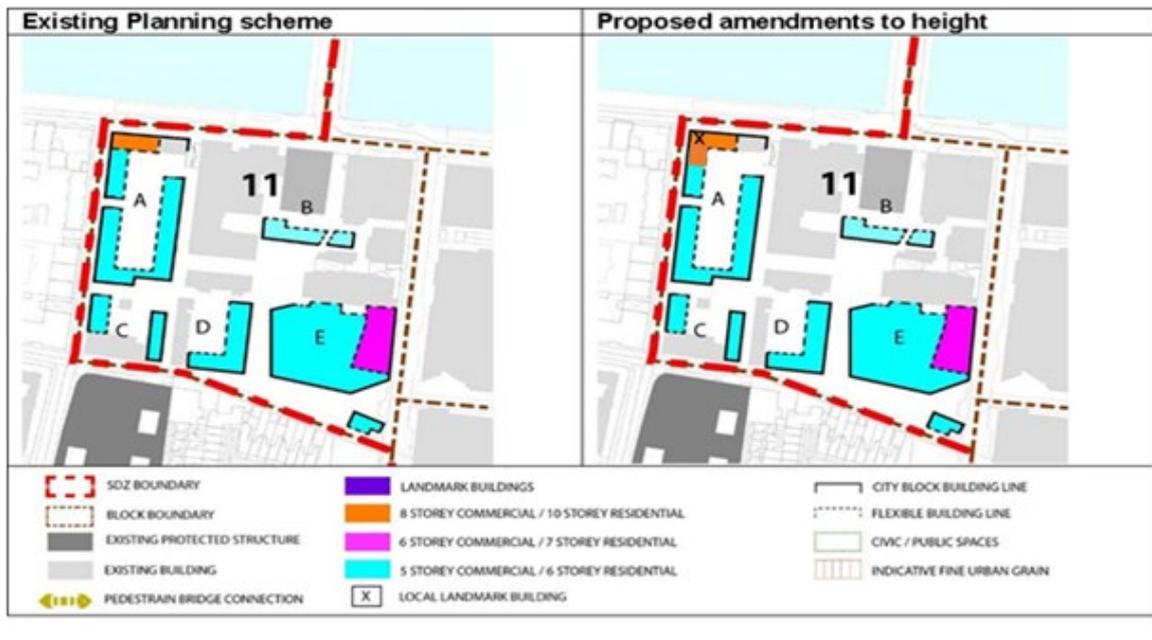


### City Block 11

Page 198 Section 5.5.11, Urban Form/Height to be amended .i.e.

- Existing Protected Structures to be retained. New buildings fronting the northern side of the realigned (East-West) Misery Hill to be 5 storey commercial /6 storey residential; similar scale on Lime Street. 11C to be 5 storey. New buildings along Sir John Rogerson's Quay (11A) may be up to 8 storeys commercial / 10 storeys residential subject to design criteria to safeguard the character of the adjoining protected structure.
- **10 storey commercial / 12 Storey residential local landmark at north west corner of 11A, to extend no more than one third of the length of the sub-block frontages**
- Opportunity to remake North-East corner of Pearse Square with 2/3 storey town houses, rising to 4 storey residential on Cardiff Lane. Cardiff Lane, north of realigned Misery Hill to be 6 storey commercial. (Note: This is outside the SDZ Area)
- The proposed east-west street provides an opportunity for frontage development compatible in scale to Martin Terrace (which is proposed for retention), and provides an opportunity to mitigate the effects of traffic in the area on local residents and improve the pedestrian and cycling permeability of the area. In this regard, environmental improvement measures in the immediate

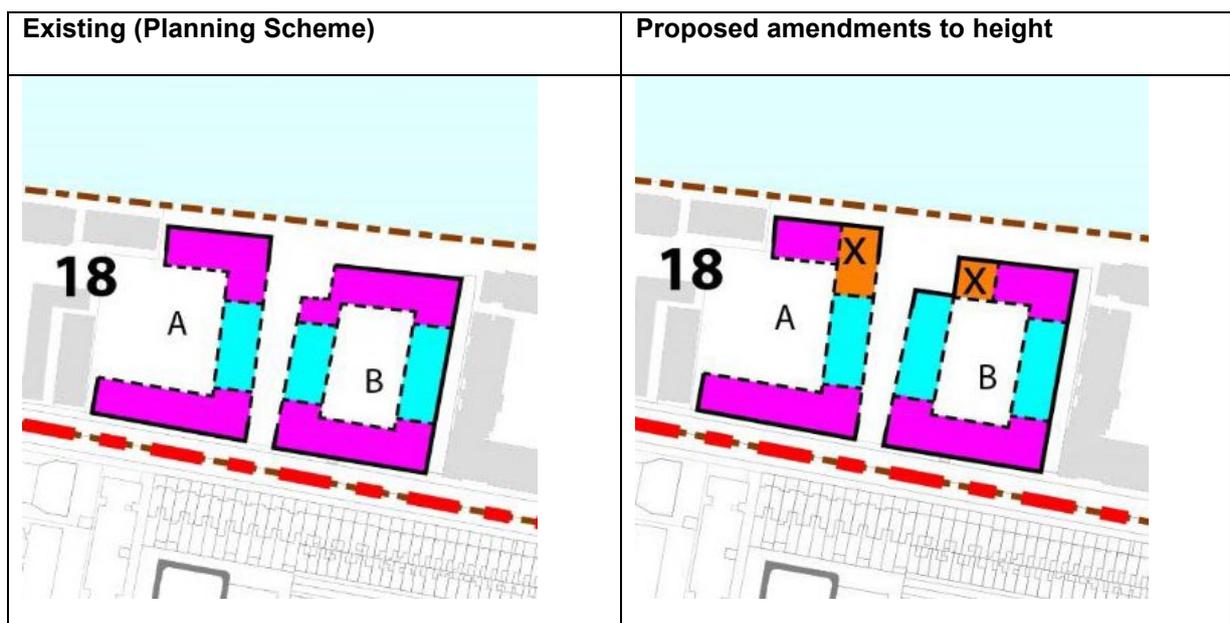
vicinity of Martin's Terrace, which shall be implemented after consultation with the local community, will be undertaken as part of any road realignment.

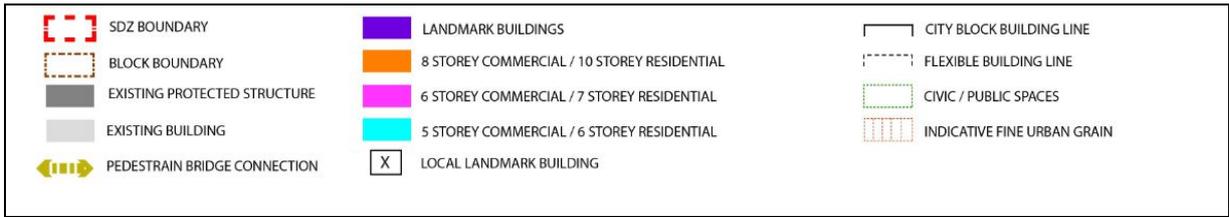


### City Block 18

Page 211 Section 5.5.18, Urban Form/Height to be amended .i.e.

- 6 storey commercial / 7 storey residential along the water frontage to frame Grand Canal Dock and also along Ringsend Road to define the streetscape.
- **10 Storey residential local landmarks at corners of 18A and 18B, must extend for no more than one third of the length of the sub-block frontages.**

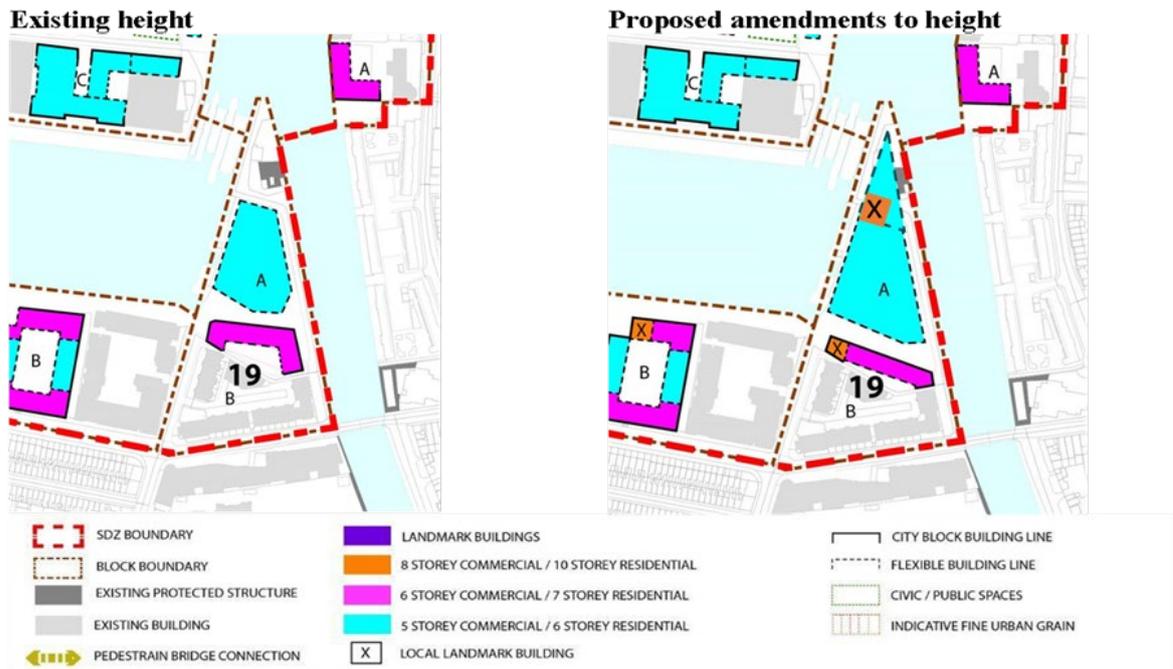




**City Block 19**

Page 213 Section 5.5.19, Urban Form/Height to be amended .i.e.

- Commercial / community buildings up to 5 storeys to contain the dock space. Residential perimeter block up to a maximum of 7 storeys to northern side of existing Camden Lock Development, subject to an appropriate transition in scale and design criteria which protects the residential amenity and minimises overshadowing of the Camden Lock Development.
- 8 Storey commercial/10 storey residential local landmark to north of Block A**
- 8 storey commercial/ 10 Storey residential local landmark at the western end of 19B, must extend no more than one third of the length of the sub-block frontage.**



## Graphics amendments proposed

Figure number	Page no. of document	Amendment to be made
		Please note; map key also to be changed, where relevant.
Fig 34	176	Insert new indicative 3D model
Fig 35	178	Insert new local Landmark buildings and amend colours for city blocks with additional heights
City Block 2	182	insert new height development codes
City Block 3	184	insert new height development codes
City Block 7	190	insert new height development codes
City Block 9	194	insert new height development codes
City Block 11	198	insert new height development codes
City Block 18	211	insert new height development codes
City Block 19	213	insert new height development codes (includes minor amendments to block footprints)

## 1.6 Strategic Environmental Assessment of the Amendments

The proposed amendments to the texts and graphics in the North Lotts and Grand Canal Dock planning scheme relating to additional heights were assessed against a set of environmental protection objectives that were devised during the SEA and planning scheme preparation process. (See Appendix A)

Table 1 – Environmental Protection Objectives

ENVIRONMENTAL RECEPTOR	ENVIRONMENTAL PROTECTION OBJECTIVE
<b>Population and Human Health</b>	<b>PH1:</b> To protect and enhance people's quality of life based on high-quality residential, working and recreational environments and on sustainable travel patterns
<b>Biodiversity/Flora &amp; Fauna</b>	<b>BFF1:</b> To protect and enhance the diversity and range of habitats, species, natural heritage features and wildlife corridors / green corridors.
<b>Water</b>	<b>W1:</b> To comply with EU Water Framework Directive to ensure and maintain at least good ecological status of all receiving waters in the SDZ area.
	<b>W2:</b> To reduce and manage the risk of flooding.
	<b>W3:</b> To provide adequate wastewater treatment, water distribution networks and drainage networks.
<b>Air Quality &amp; Noise</b>	<b>AN1:</b> To protect good air quality status and minimise output of Nitrogen Oxides (NO <sub>x</sub> ) and Particulate Matter (PM <sub>10</sub> )
	<b>AN2:</b> To maintain and, where possible, improve the acoustic quality for the current and future residents of the plan area.
<b>Climatic Factors</b>	<b>CF1:</b> To minimise emissions of greenhouse gases.
	<b>CF2:</b> To limit adverse impacts on climate through the use of sustainable energy sources.
<b>Material Assets</b>	<b>MA1:</b> To encourage modal change from car to more sustainable modes of transport such as public transport, walking & cycling.
	<b>MA2:</b> To reduce the generation of waste and adopt a sustainable approach to waste management.
	<b>MA3:</b> To promote sustainable water use and promote sustainable drainage systems.
<b>Landscape &amp; Soils</b>	<b>LS1:</b> To conserve and enhance valued natural and historic landscapes and features within them.
	<b>LS2:</b> To protect, improve and maintain the quality of soils in the SDZ area.
<b>Cultural Heritage</b>	<b>CH1:</b> To protect and enhance the cultural heritage of the plan area including the built environment and settings and archaeological assets

Table 2 – Impact on Environmental Indicators

SYMBOL	IMPACT ON ENVIRONMENT
+	Potentially Significant Beneficial Impact on the status of the Environmental Protection Objective
-	Potentially Significant Adverse Impact on the status of the Environmental Protection Objective
0	No Relationship with, or an Insignificant Impact on, the status of the Environmental Protection Objective

The proposed amendments to the planning scheme have been assessed following this same criteria and set of environmental protection objectives. The Evaluation Matrix is set out in Appendix A. The proposed amendments did not alter the impact on the environmental receptor. The amendments proposed were deemed to have insignificant or no impact on the environmental receptors.

#### **Strengthening Mitigation**

It is considered that adequate mitigation measures have been included to offset any potential impacts on the environmental receptors.

#### **Conclusion**

In conclusion it is apparent from the assessment of amendments proposed to the North Lotts and Grand Canal Dock planning scheme that taking into account the measures that have already been integrated into the Plan which contribute towards environmental protection, environmental management and sustainable development, it is determined that all potential adverse effects arising from the proposed amendments are either present already (beneficial) and will be further contributed towards or will be mitigated so as not to be significant (adverse). It is not considered that these changes to the plan will impact on the environmental receptors given the range of mitigatory measures included in the planning scheme.

## Appendix A

**Table: Environmental Protection Objectives**

ENVIRONMENTAL RECEPTOR	ENVIRONMENTAL PROTECTION OBJECTIVE
<b>Population and Human Health</b>	<b>PH1</b> To protect and enhance people's quality of life based on high-quality residential, working and recreational environments and on sustainable travel patterns
<b>Biodiversity/Flora &amp; Fauna</b>	<b>BFF1</b> To protect and enhance the diversity and range of habitats, species, natural heritage features and wildlife corridors / green corridors.
<b>Water</b>	<b>W1:</b> To comply with EU Water Framework Directive to ensure and maintain at least good ecological status of all receiving waters in the SDZ area.
	<b>W2:</b> To reduce and manage the risk of flooding.
	<b>W3:</b> To provide adequate wastewater treatment, water distribution networks and drainage networks.
<b>Air Quality &amp; Noise</b>	<b>AN1:</b> To protect good air quality status and minimise output of Nitrogen Oxides (NO <sub>x</sub> ) and Particulate Matter (PM <sub>10</sub> )
	<b>AN2:</b> To maintain and, where possible, improve the acoustic quality for the current and future residents of the plan area.
<b>Climatic Factors</b>	<b>CF1:</b> To minimise emissions of greenhouse gases.
	<b>CF2:</b> To limit adverse impacts on climate through the use of sustainable energy sources.
<b>Material Assets</b>	<b>MA1</b> To encourage modal change from car to more sustainable modes of transport such as public transport, walking & cycling.
	<b>MA2</b> To reduce the generation of waste and adopt a sustainable approach to waste management.
	<b>MA3</b> To promote sustainable water use and promote sustainable drainage systems.
<b>Landscape &amp; Soils</b>	<b>LS1</b> To conserve and enhance valued natural and historic landscapes and features within them.
	<b>LS2</b> To protect, improve and maintain the quality of soils in the SDZ area.
<b>Cultural Heritage</b>	<b>CH1</b> To protect and enhance the cultural heritage of the plan area including the built environment and settings and archaeological assets

SYMBOL	IMPACT ON ENVIRONMENT
+	Potentially Significant Beneficial Impact on the status of the Environmental Protection Objective
-	Potentially Significant Adverse Impact on the status of the Environmental Protection Objective
0	No Relationship with, or an Insignificant Impact on, the status of the Environmental Protection Objective

## Screening Matrix Tables

### Proposed Amendments

North Lotts Grand Canal Dock Planning Scheme	PH1	BFF1	W1	W2	W3	AN1	AN2	CF1	CF2	MA1	MA2	MA3	LS1	LS2	CH1
New Objectives															
Page 174. Last sentence to be amended, i.e. "In addition to the setbacks which may be necessary for design and amenity reasons within the height envelope in Fig. 35, an additional—storey, with a setback of 1.5m plus may be considered subject to a shadow analysis and a compelling urban design rationale. <del>This option for additional storey shall not apply to Blocks 1 to 5</del> " <b>This provision does not apply to any landmark or local landmark buildings</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Page 223 and 264. to be amended, i.e. . <del>In relation to height, any new building or additional height to existing buildings shall relate to the prevailing height as set out in the relevant city block or adjacent blocks in the Development Code.</del> <b>The approved amended SDZ Planning Scheme has had full regard to the Planning Guidelines on Urban Development and Building Height 2018. As such, any proposed new building replacing an existing building or additional height to existing buildings shall be assessed in the context of the overall height in the approved amended SDZ Planning Scheme, which reflect the criteria set out in the Building Height Guidelines.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<ul style="list-style-type: none"> <li>• <b>Block 2A to be 8 Storey commercial/10 storey residential fronting onto Sheriff Street Upper.</b></li> <li>• <b>12 Storey residential local landmarks at corners 2B and must not be no more than one third of the sub-</b></li> </ul>	+	0	0	0	0	0	0	0	0	+	0	0	0	0	0

<p><b>block frontages.</b></p> <ul style="list-style-type: none"> <li>Block 2C to be 12 storey (maximum) commercial (minimum 10 storey) fronting Station Square, to achieve balance between hub quantum and view lines from Georgian mile. Landscaped plaza south of block. <b>Eastern side of 2C to have 8 storey commercial/10 storey residential</b></li> <li><del>Any temporary pavilion buildings to be up to a maximum of 4 storeys</del></li> </ul>															
<ul style="list-style-type: none"> <li><b>10 storey commercial/12 Storey residential local landmarks at corners 3A and 3B and must not be no more than one third of the sub-block frontages.</b></li> <li><b>8 storey commercial/10 storey residential setback at 3F. The North-west corner of 3F to also provide a vertical modulation of up to 10 storey commercial/12 storey residential and must not be no more than one third of the sub-block frontages.</b></li> <li><del>5-storey-commercial/6 storey-residential</del> <b>3-4 storey residential</b> on block 3D to provide transition with existing 2 storey terraces, stepping down to 3 storey residential immediately east of the terrace on Mayor Street Upper and to the rear of the northern end of the terrace on New Wapping Street.</li> </ul>	+	0	0	0	0	0	0	0	0	+	0	0	0	0	0
<ul style="list-style-type: none"> <li><del>6-Storey-commercial/-7 storey-residential-in blocks-7C-and-D-to provide balanced context for-the-Protected Structures-and-central Station-Square.</del></li> <li>7 Storey commercial to block 7B fronting Station</li> </ul>	+	0	0	0	0	0	0	0	0	+	0	0	0	0	0

<p>Square, reducing to 6 storeys commercial (7 residential) to east, having regard to balance between economic hub and residential amenity for terrace north of Mayor Street. To include 8 storey commercial/ 10 storey residential setback from Mayor Street Upper frontage. The additional storeys to sit below a 35 to 45 degree inclined plane from the main parapets fronting all streets and spaces.</p> <ul style="list-style-type: none"> <li>• 8 storey commercial /10 storey residential element set within the central section of the western side of 7C – (comprising up to 40% of the total frontage)</li> <li>• <del>6 storey commercial/7 storey residential in Block 7D raising to 8 storey commercial to North Wall Quay with appropriate transition to the Protected Structure, the former London and North Western Hotel.</del></li> <li>• 8 storey commercial /10 storey residential on Block 7D, reducing to 6 storey commercial/7 residential on northern frontages, part eastern frontage on New Wapping Street and north of the protected structure ( former London and North Western Hotel)</li> <li>• 12 Storey commercial/ 15 storey residential local landmark at corner of New Wapping Street and North Wall Quay, not to exceed 40m x 25m in area (25m along North Wall Quay and 40m along New Wapping Street).</li> </ul>																	
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