

DUBLIN DOCKLANDS AREA

Master Plan

2003

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CHAIRMAN'S STATEMENT

The 2003 Master Plan lays out the strategic approach of the Authority towards realising the future reality of a truly excellent Docklands. Like the 1997 original, it will be the constant reference point in the continuing roll-out of projects, programmes and policies for the sustainable regeneration of the Docklands.

That the Plan bears many similarities to the 1997 Plan is testimony to the robustness of the original concept and strategic approach. The revised Plan reflects, on the one hand, the changing circumstances of the wider economy and, on the other, the experiences and lessons gained from the project over the past five years.

The Authority has four strategic priorities as we move through our second period of five years. These are:

- To maintain the momentum of the roll-out of physical development in the form of buildings and infrastructure.
- To achieve genuine architectural legacy and landmarks.

- To create a sense of place for Docklands, one which reflects the vibrancy, diversity and excellence of Docklands, and most importantly, one which is progressively experienced by the resident, the worker and the visitor.
- To realise the potential of the people of Docklands. This means that all the people of Docklands should be empowered through the project to achieve their full economic and social potential.

The Plan remains ambitious but achievable with the continued support of the local community and our strategic partners particularly business, the City Council and government agencies.



Lar Bradshaw
Chairman



Map 1 Location Map



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Introduction

1.1 The Challenge

1.2 Terms of Reference

- 1.2.1 Master Plan Area
- 1.2.2 Parameters

1.3 Statutory Context

- 1.3.1 Statutory Objectives
- 1.3.2 Scope of the Master Plan
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1.4 Historical Context

- 1.4.1 Physical Development
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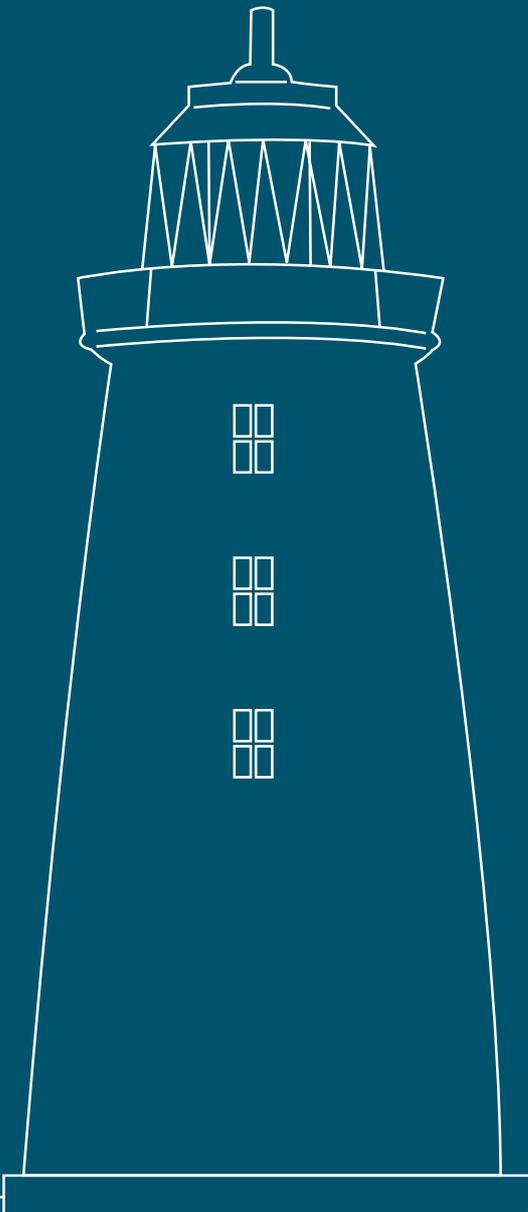
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- 1.7.2 Review & Issues Paper
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1.8 Plan Structure







1.1 THE CHALLENGE

The Mission Statement

“We will develop Dublin Docklands into a world-class city quarter – a paragon of sustainable inner city regeneration – one in which the whole community enjoys the highest standards of access to education, employment, housing and social amenity and which delivers a major contribution to the social and economic prosperity of Dublin and the whole of Ireland”.

The essential challenge of the Master Plan is to guide the durable social, economic and physical development of the Dublin Docklands Area – “the Area” – and to capture the vision of an attractive and sustainable environment. To deliver this, the Master Plan sets out a number of planning challenges:

- Propose a development framework that will provide a real choice for people who wish to avail of the benefits of urban living in an attractive harbour setting.
- Translate the aspirations of the communities and other interests in the Docklands into gain to be shared by those working and living in the Area.
- Sustain key sectors of activity that are critical to the city's and Area's economic prosperity.
- Provide a renewal strategy for progressively rehabilitating areas which are under-utilised, contaminated or aesthetically deficient.
- Capitalise on the appeal of significant water bodies for living and leisure.
- Develop a civic design framework for promoting architecture of world standard and urban design which will induce a dynamic yet civic response to the character of the Area.
- Promote an awareness of the principles of sustainable development in the design of buildings, location of land uses and provision of infrastructure.

A key element in the regeneration of the Docklands has been to ensure that the prosperity and opportunities associated with new economic activities impact positively on the local communities and they are enabled and supported to benefit from that economic development.

1.2 TERMS OF REFERENCE

1.2.1 MASTER PLAN AREA

The Dublin Docklands Development Authority Act, 1997, established the Dublin Docklands Development Authority – “the Authority” – which subsumed the functions of the Custom House Docks Authority (CHDDA). The Minister for the Environment established the Authority on the 1st May, 1997. Under Section 18(1) of the Act, the Authority is required to prepare a Master Plan for the regeneration of the Area and to promote the implementation of the Master Plan. The Area is comprised of 526 hectares and the greater part of it is settled and physically developed to a degree that no substantial changes can be expected in the remaining 10 years of the Plan period. However, there are still significant individual sites which are vacant, undeveloped or in low value use, which are likely to undergo change through development.

1.2.2 PARAMETERS

The broad parameters for the Master Plan were established in the *Dublin Docklands Area Task Force Report* published in 1996. These parameters are summarised in the following extracts from the report:

Overall Objective

"The overall objective of the Master Plan must be to secure the

sustainable social and economic regeneration of the Area, with improvements to the physical environment being a vital ingredient".

Local Involvement

"Provide encouragement and support for 'bottom up' local development activity, and a framework within which the attainment of the social and economic objectives of the many community and local development organisations in the Area can be progressed".

Time Frame

"The development of the Master Plan as a key element of a strategic approach to regeneration will, in effect, produce a vision statement for the Area. Turning this vision into reality will take time; we believe, therefore, that the Plan should be framed with a 10 to 15 year time horizon in mind".

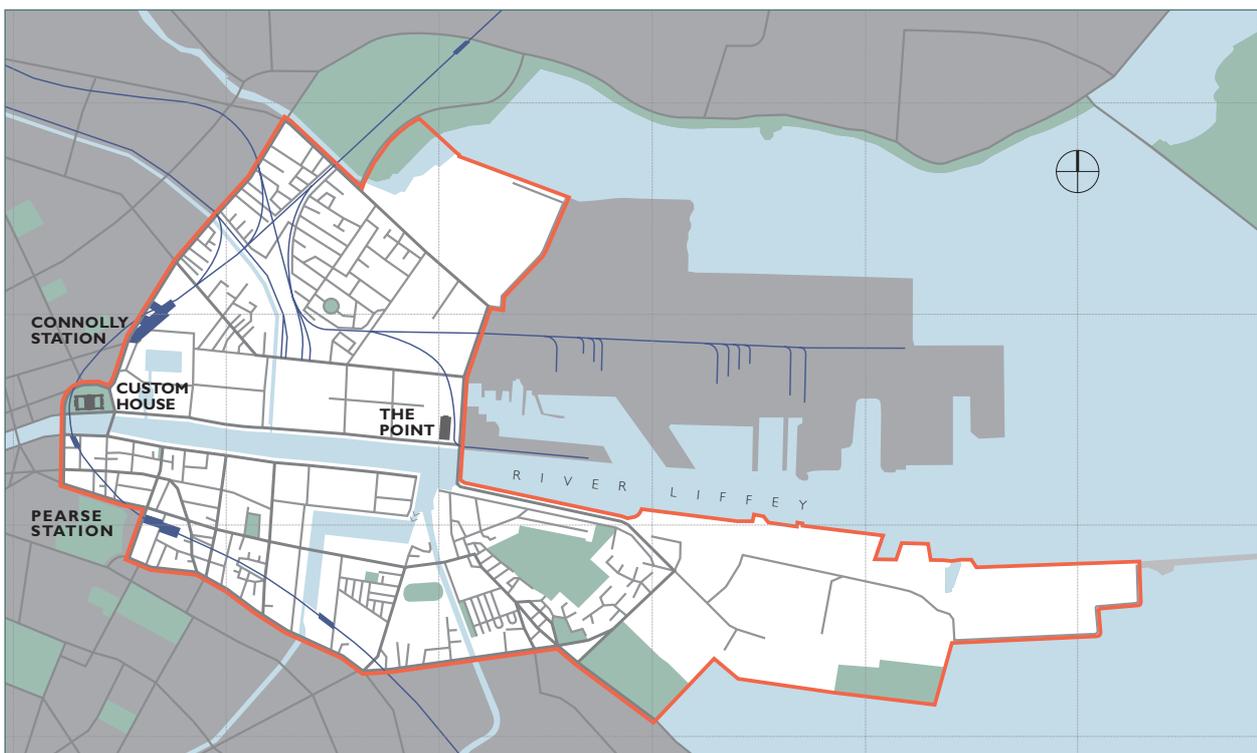
1.3 STATUTORY CONTEXT

The Master Plan is prepared under Section 24 of the Dublin Docklands Development Authority Act, 1997.

1.3.1 STATUTORY OBJECTIVES

In accordance with the provisions of Section 24(2)(a) of the Act, the Master Plan indicates the objectives for:

- (i) the social and economic regeneration of the Dublin Docklands Area, on a sustainable basis;



Map 2 Master Plan Area

- (ii) improvements in the physical environment of the Dublin Docklands Area; and
- (iii) the continued development in the Docklands of services of, for, and in support of, or ancillary to, the financial sector of the economy.

Under Section 20(1)(a) of the Act, the Council shall review and update the Plan at least once in every five years.

1.3.2 SCOPE OF THE MASTER PLAN

In accordance with Section 24(2)(b) of the Act, the Master Plan:

- (i) sets out the economic, social and other issues relevant to the regeneration of the Area, and proposals to address those issues;
- (ii) identifies those parts of the Area where detailed proposals and plans for development, redevelopment, renewal or conservation of land in that Area are appropriate;
- (iii) identifies those parts of the Area where Planning Schemes under Section 25 would be appropriate;
- (iv) sets out urban design guidelines for the Area, including guidelines relating to urban and building conservation, street furniture, and landscaping;
- (v) includes proposals for appropriate renewal, preservation, conservation, restoration, development and redevelopment of the streetscape layout and building pattern of appropriate parts of the Area;
- (vi) includes proposals for the development of existing and new residential communities in the Area, including the development of housing for people of different social backgrounds;
- (vii) includes proposals for a programme of development or redevelopment of derelict sites or vacant sites in the Area;
- (viii) includes proposals relating to the conservation of the architectural heritage of the Area;
- (ix) includes transport proposals consistent with *A Platform for Change – Strategy 2000-2016*, which updated the original DTI Strategy;

- (x) includes an estimate of the costs of the implementation of the Master Plan and an indication of possible funding options; and
- (xi) estimates the implications for employment, training and education in the Area and for employment, training and education of those residents in that Area, of measures proposed in the Plan.

1.3.3 PLANNING CONSISTENCY

In the preparation and review of the Master Plan consultations have taken place with the planning authority for the Area – Dublin City Council – to ensure harmonisation with its policies and objectives. Following the procedures set out in Section 24(4) of the Act regarding public consultation and following the adoption of the Master Plan, Dublin City Council, under Section 24(5)(a) of the Act in its role as planning authority, is required to consider the making of:

- (i) a Development Plan under the provisions of the Local Government (Planning and Development) Act, 1963 (revoked and re-enacted by the Planning and Development Act, 2000), for that part of its area included in the Dublin Docklands Area which would be consistent with the Master Plan, or
- (ii) such variation of the Development Plan for the planning authority area made under the 1963 Act (revoked and re-enacted by the Planning and Development Act, 2000) as may be desirable to secure consistency between that Plan and the Master Plan.

Dublin City Council and An Bord Pleanála are required to consider the relevant provisions of the Master Plan when considering any application for planning permission for development in the Dublin Docklands Area.



1.4 HISTORICAL CONTEXT

1.4.1 PHYSICAL DEVELOPMENT

Map 3 illustrates the way the city has developed around the Docklands to Sutton/Howth on the north side and Dun Laoghaire/Dalkey on the south side over the last two centuries.

The reclamation of the North Docklands occurred between 1717 and 1729 with the eventual construction of North Wall. By the end of the 1750s the North Lotts and East Wall area were fully reclaimed and laid out in its distinctive grid street pattern, but had not at that stage attracted significant development. The Gandon-designed Custom House was completed in 1791 and the adjacent Custom House Docks opened for trade in 1796. Construction on the Royal Canal commenced in 1789 and was completed by 1806. However, the arrival of the railway circa 1830 resulted in the decline of the canals. By the mid-nineteenth century the North Lotts area included such uses as vinegar works, saw mills and timber yards. In 1867, the passenger and freight rail system reached North Wall Quay and reinforced the warehousing and light industrial function of the area. Local authority housing was constructed in the East Wall area in the 1930s and 1940s. Shipping activity ceased on North Wall in the 1990s.

The development of the South Docklands reflected the evolution of the area on the northern side of the Liffey. Sir John Rogerson reclaimed a 1km stretch of land between the city centre and the River Dodder between 1717 and 1727. Between that time and 1760 a bank was constructed along the present South Lotts Road.



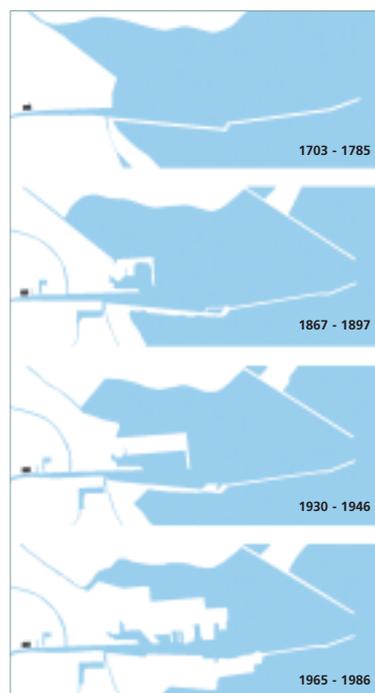
Map 3 Growth of Dublin

The area contained by these banks was gradually reclaimed together with adjoining areas of the Dodder Estuary. The Grand Canal Dock was formally opened in 1796 and warehousing was attracted to its immediate vicinity. The dry dock between the Grand Canal Dock and the Dodder was filled in 1918. The South Docklands area was largely used by two industries: flour milling and gas production. Other industries followed, including bottle-making, sugar refining and chemical fertiliser manufacturing. Reclamation continued progressively in an eastwardly direction between the beginning of the nineteenth century and today to form Ringsend and the Poolbeg Peninsula.

The Urban Renewal Act 1986 established the Custom House Docks Authority. Its remit was to secure the physical regeneration of the Custom House Docks, which ceased to be operational in the mid-1970s. In 1987 the International Financial Services Centre was established in the Custom House Docks. Promotion and facilitating the IFSC is a key role of the Authority, as constituted under the 1997 Act.

1.4.2 SOCIAL & ECONOMIC REGENERATION

Urban regeneration requires not only the physical renewal of inner cities and decaying areas, but also involves significant social, economic and environmental dimensions. This policy is reflected in the 1997 Act. The inclusive approach set out in the Act provides for a more democratic process, inviting communities to participate in and contribute to the development of their areas. This provides a broader spectrum incorporating physical, economic and social considerations, including education, training and employment opportunities.



Map 4 Expansion of port

1.4.3 CULTURAL HERITAGE

The Docklands has many literary associations: James Joyce, Seán O'Casey, Oliver St. John Gogarty and James Plunkett were all familiar with the Area and many references to and influences from Docklands can be found in their works. Likewise, some of the major artists of modern Ireland, such as Jack B. Yeats and Maurice McGonigal, have painted Docklands subjects.

A significant number of sportsmen were born in the Area, with soccer and boxing being particularly well represented. The burgeoning industries fostered many recreational clubs and societies.

There is a strong seafaring tradition in the Docklands, as one would expect in a maritime setting. Various boat, fishing, rowing, canoe and sailing clubs are flourishing. Boat building and repair, once a flourishing industry requiring high skills and training, has declined significantly for a variety of reasons.

The most significant transformation has been the containerisation of cargo, which has resulted in a dramatic loss of traditional employment in the Port. In addition, the demise of large industries contributed to unemployment in the Area. However, in the Docklands it has also encouraged the growth of a strong community spirit which shows evidence of overturning the legacy of deprivation and breaking the cycle.

1.5 POLICY CONTEXT

Due regard has been paid to a number of strategic planning policy documents affecting the Docklands Area, in addition to relevant Ministerial directives.

1.5.1 NATIONAL POLICY

Sustainable Development – A Strategy for Ireland (1997) promotes the coordination of land use and transportation so as to increase the use and efficiency of public transport, rather than private cars. It also seeks higher densities on brownfield sites and improved public transportation linkages to areas that are in need of regeneration.

The *Strategy for the Development of the International Financial Services Industry in Ireland* (1999) outlines the Government's policy in relation to the development of the financial services sector. It confirms that Docklands would remain the hub of the sector over the longer term.

The *National Climatic Change Strategy* (2000) provides a framework for achieving a reduction in greenhouse gas emissions, while continuing to support economic growth. The strategy seeks

to promote sustainable building forms, advocates Combined Heat and Power (CHP) facilities and promotes a modal shift to public transport.

The *National Spatial Strategy* (2002) seeks to promote the concept of balanced regional development. The strategy will sustain Dublin's role as the engine of the national economy, while strengthening the drawing power of other areas, bringing people, employment and services closer together. It also sets out the Government's policy of encouraging more sustainable urban development by avoiding excessive suburbanisation and the promotion of higher densities in appropriate locations that are well served by quality public transport.

1.5.2 STRATEGIC POLICY

The *Strategic Planning Guidelines for the Greater Dublin Area* (1999) constitutes statutory policy under the Planning and Development Act, 2000. These Strategic Planning Guidelines cover the Greater Dublin Area (GDA), which consists of the counties of Dun Laoghaire Rathdown, Fingal, South Dublin, Dublin City, Kildare, Meath and Wicklow. The strategic importance of the Docklands Area is recognised in the Strategy for the Metropolitan Area. Reference is made to the importance of brownfield sites in accommodating future population, the potential for developing a shopping precinct within the Area and the extension of Luas into the Docklands.

The *Dublin City Development Plan 1999* outlines land use zoning objectives that are broadly compatible with the Docklands Master Plan 1997. It also reflects transportation objectives of the Master Plan, in addition to conservation and amenity objectives. Major road proposals affecting the Area include the completion of the Port Tunnel, the construction of the Macken Street Bridge and the design of the Eastern By-Pass. The Development Plan also provides detailed development control guidance relating to plot ratio, open space and parking provision. The Plan was varied to accommodate the Housing Strategy adopted under Part V of the 2000 Planning Act, which seeks to secure a 20% allocation for social and affordable housing in new developments.

The *Platform for Change – Strategy 2000-2016* (2000) reviews the original DTI Strategy, and Section 24(2)(b)(ix) of the 1997 Act requires that the Master Plan should have specific regard to its contents. The strategy, prepared by the Dublin Transportation Office (DTO), envisages a significant modal shift from private car to public transport, which would cater for 85% of trips to the city centre. The principal elements of the strategy, as they relate to Area, include a rail interconnector between North Docklands and Heuston Station, the extension of Luas into the Area and the proposed Metro line from the city centre, which could also serve the Docklands. The Eastern By-Pass also forms part of the strategy and the Quality Bus Network (QBN) would be upgraded.



The *Greater Dublin Retail Planning Strategy* (2001) was prepared within the context of the Strategic Planning Guidelines and provides a retail policy framework for the region.

1.5.3 MINISTERIAL GUIDELINES

The *Residential Density – Guidelines for Planning Authorities* (1999) highlight the role that development plans can play in identifying areas that are suitable for higher residential densities and establishes a range of controls to safeguard amenities at higher densities.

The *Retail Planning Guidelines for Planning Authorities* (2000) provide a framework for the preparation of development plans and the assessment of planning applications for retail development. The guidelines impose a cap on the size of convenience sales floor space within the Greater Dublin Area of 3,500 sq.m.

The *Childcare Facilities – Guidelines for Planning Authorities* (2001) provide guidance on the provision of childcare facilities within new development areas.

The *Draft Architectural Heritage Protection – Guidelines for Planning Authorities* (2001), when adopted, will provide the appropriate guidance to support new legislation introduced under the 2000 Planning and Development Act relating to Protected Structures and Architectural Conservation Areas.

1.6 STRATEGIC OBJECTIVES

Arising from the above, the following strategic objectives for the Master Plan have been established:

- a) The development of a wide range of sustainable employment opportunities in the Area.
- b) The development of increased opportunities for local employment in existing and new enterprises in the Area.
- c) The development of an environment which will attract increased investment and employment into the Area.
- d) The continued development and expansion of the International Financial Services Centre (IFSC) in Docklands.
- e) The development of sustainable neighbourhoods with sufficient "critical mass" that will support services such as quality public transport, improved retail facilities and other new amenities.
- f) The provision of a wide range of new housing in the Area in order to achieve a good social mix.

- g) The integration of new residential communities with existing local communities in the Area.
- h) The development of sustainable transportation for the Area, including the promotion of public transport, walking and cycling as alternatives to the private car and improved circulation within the Area.
- i) The improvement of the infrastructure and amenities in the Area concurrently with, or in advance of residential, commercial and industrial development.
- j) The development of the amenity, tourism and employment potential of the water bodies in the Area.
- k) The identification and development of anchor activities and landmark developments which would assist in the regeneration of the Area over the period of the Master Plan.
- l) The promotion of increased access to education and training of all residents in the Area.
- m) The realisation of the potential of Docklands youth.
- n) The renewal of Dublin city as a whole linking the city centre to Dublin Bay and, in turn, connecting the Docklands Area to the life of the city.
- o) Promote the sustainable physical renewal of the Area to a high environmental standard, reflecting high quality urban design and architecture, combined with efficient energy use.

1.7 METHODOLOGY

The review of the 1997 Master Plan has involved a number of steps.

1.7.1 BACKGROUND STUDIES

Key studies and sources utilised during the course of preparing this Master Plan were:

- *The Employment and Socio-Demographic Profile of the Dublin Docklands Area*, prepared by the ESRI in 2000. This report reviewed the original report prepared in 1996.
- The *Land Use and Building Condition Survey* was undertaken in June 2002 and reviewed the original study prepared in 1996.
- *1996 and 2002 Census* provided detailed socio-economic information for the review.

A series of consultant's reports were also commissioned by the Authority, which investigated such matters as community issues, the commercial and residential market, transport, tourism and architectural heritage.

1.7.2 REVIEW & ISSUES PAPER

A review and issues paper presented to the Authority's Council in November 2002 provided a review of the period 1997 to 2002, considered issues arising and proposed variations to existing policies. The proposed draft policies were adopted for the purpose of preparing the Draft Master Plan.

1.7.3 CONSULTATION

The consultation process was initiated with an invitation to interested parties and organisations to submit comments in relation to the relevant issues for the Master Plan review. Over 30 submissions were initially received and a report detailing their contents was presented to the Authority's Council in mid-2002. A series of consultations were undertaken with relevant agencies and authorities. The Draft Plan was placed on public display on 3rd June 2003 for a period of one month. Following the receipt and consideration of submissions from the public, the Authority's Council amended and modified the Draft. The Master Plan was adopted on 10th September 2003.

1.7.4 STRATEGIC ENVIRONMENTAL ASSESSMENT

The EU Directive 2001/42/EC on Strategic Environmental Assessment (SEA) came into force in July 2001 and requires Member States to assess the likely significant environmental effects of plans and programmes prior to their adoption, providing for the assessment of strategic environmental considerations at an early stage of the decision-making process. Each Member State has until July 2004 to transpose the Directive into national law. The Department of the Environment, Heritage and Local Government considered the Docklands Area to be an appropriate area to pilot test SEA on a non-statutory basis in tandem with the review of the 1997 Master Plan. SEA is an iterative process which evaluates the environmental impacts of a plan or programme while it is being drawn up. A separate volume details the conclusions and recommendations of the SEA. The recommendations contained in this SEA have been considered and appropriate changes made to the Master Plan.

1.8 PLAN STRUCTURE

The structure of the Master Plan is substantially dictated by the requirement to address specific topics mandated in the Act. Elements of the Plan are further required to be presented in such a manner as to be compatible with the provisions of the current Dublin City Development Plan 1999.

The Authority's brief requires that the proposals for socio-economic regeneration be integrated with physical regeneration. This mandate sets this Master Plan somewhat apart in its format from most planning models operating in Ireland.

The remainder of the Master Plan is divided into the following parts:

Part 2 establishes the social and economic framework for the Area, identifying key concepts and examining social, community development, employment, economic development, education and training issues.

Part 3 examines the critical factors in securing the continued development of the international financial services sector in the Docklands.

Part 4 outlines the land use issues and establishes a framework to guide future development.

Part 5 details the physical transportation proposals and policies, in addition to a framework for the other physical public services, such as electricity, gas, water supply, sewerage and telecommunications.

Part 6 considers the civic design framework in terms of guiding principles for urban design, architecture, conservation, open space, landscaping and amenity proposals for the Area.

Part 7, in the context of implementation, considers appropriate locations for further Section 25 Planning Schemes and Area Action Plans. It details the financial requirements for the development of the Area, considers the monitoring of the Plan and assesses the required marketing.

Maps are illustrated throughout the Plan. The Master Plan consists of this volume and two separate maps. Map A illustrates the land use zoning objectives and Map B details specific objectives of the Plan.

2

SOCIAL & ECONOMIC FRAMEWORK

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2.1 CONTEXT

2.1.1 INTRODUCTION

Statutory Requirements

Section 24(2)(b)(i) of the 1997 Act requires the Master Plan to set out the social, economic and other issues relevant to the regeneration of the Docklands Area and the proposals to address those issues. This Part of the Plan therefore considers:

- The context, which provides the statistical social and economic profile of the Area, identifies weaknesses and strengths, and formulates key concepts.
- Social and community issues.
- Economic development and employment.
- Complimentary educational and training measures.

The issues by their nature are overlapping and mutually reinforcing. Section 24(2)(b)(xi) of the 1997 Act requires the Authority to estimate the implications for employment, training and education of the various measures proposed throughout the Plan. This estimate is summarised in Table 5 of Part 7.

General

The social and economic profile of the Docklands changed considerably during the 20th century. Resident communities more than halved in number to 17,400 living in 6,700 households by 1996. The local economy has undergone a fundamental restructuring within the last 30 years. Employment in port-handling activities declined dramatically with the advent of containerisation and many of the traditional industries such as gas manufacturing, flour milling and warehousing have been lost from the Area. However, other industries have emerged and new service industries have located within new development in the Docklands, with financial services concentrating in the IFSC and George's Quay.

The ESRI undertook a study of the Area for the Authority in 2000. The study entitled *The Employment and Socio-Demographic Profile of the Dublin Docklands Area* reviewed the ESRI report originally prepared in 1996, which formed the basis of an input into the 1997 Master Plan. The recent ESRI Study was based upon a survey of all businesses in the Docklands in 1999/2000 and on the 1996 Census, as the results of the 2002 Census were not available. Studies on development capacity, land use and building condition were undertaken in 2001 and 2002. The preliminary results from the 2002 Census are now available giving the population of each Electoral Division. However, the Small Area Population Statistics, giving information on population breakdown by cohort, occupation and household type, are not yet available.

2.1.2 DEMOGRAPHIC & SOCIAL PROFILE

Population

Changes in the demographic structure of Area since the launch of the project can be summarised as follows:

- The population of the Docklands grew by 11.8% over the period 1996 to 2002 from 17,425 to 19,467 persons. The rate of growth in the Area was nearly twice that of Dublin City and County as a whole, which grew by 6%.
- The western portion of the Area experienced the greatest growth, with a 45% increase for North Dock C (IFSC I & II) and 36.7% for Mansion House A (Westland Row/City Quay). The established residential areas of North Dock B (East Wall), Pembroke East A and Pembroke West A (Ringsend/Irishtown) actually experienced a slight loss of population between 1996 and 2002.
- The 1996 Census shows that the strongest growth in the Area between 1991 and 1996 was in the 15-24 and 25-44 age cohorts which grew by 6.3% and 22.9% respectively, compared with 0.8% and 8.2% for the same categories in Dublin City and County. The 0-14, 45-64 and 65+ age cohorts each experienced a fall in population over the period. The fall in the 0-14 age cohort in the Area is consistent with Dublin City and County, although the region experienced an increase in the 45-64 and the 65+ age cohorts.

Households

The principal household characteristics of the Area, as revealed in the 1996 Census, are as follows:

- There are a total of 6,735 households in the Area.
- The average household size in the Docklands is 2.6.
- A total of 62.7% of households are in the form of conventional houses and 36.9% in the form of flats/apartments/bedsits, with the latter forming a much greater significance in the South Docklands in comparison with the North Docklands.
- One-person households are of substantially greater significance in the Docklands than in Dublin City and County as a whole, with this household type accounting for approximately 34% of all households. The comparable figure for Dublin City and County is 21-23%.
- The role of households made up of a "couple, children and others" is significantly lower in the Docklands Area than in Dublin as a whole. This household type accounts for 25% of all households. The comparable percentage for Dublin City and County is 41%.

Social Class and Education

The ESRI report highlighted the following:

- In terms of social class, the Docklands has a higher than average percentage in the lower socio-economic groups than is the case for Dublin City and County as a whole.
- The Docklands Area could still be categorised as being educationally disadvantaged relative to the rest of Dublin City and County, with substantially higher proportions of persons leaving school with lower levels of educational qualifications. Just over 50% of the resident labour force had left school before the Leaving Certificate, in comparison to 39% for Dublin City and County. 15% of the resident labour force had a primary degree or higher, compared with 18% for the Dublin Region as a whole.

Regional Projections

The CSO's *Regional Population Projections 1996-2031* (June 2000) project that the population of Dublin would increase by over ½ million in the period 1996 to 2031 and that its young population (0-14 years) would increase by a fifth over the specified period. The number of persons in Dublin over 65 would increase by 140%.

The Strategic Guidelines project that the average household size would be 2.5 by 2011. The Strategy indicates that Dublin City (excluding Fingal, South Dublin, Dun Laoghaire Rathdown) could accommodate a population of 502,000 persons by 2011, or an additional 20,146 persons between 1996 and 2011. However, owing to the decline in household size, there would be a need to cater for a greater number of households, with an additional 37,915 households to be accommodated in Dublin City between 1996 and 2011. However, reflecting the CSO's projections, the projections in the *Strategic Planning Guidelines for the Greater Dublin Area* were revised upwards in the *Review and Update* (April 2000) from 1.65 million to 1.76 million persons and from 661,000 to 705,800 households. The additional units arising from the forecast were not allocated to the constituent local authority areas.

The *Dublin City Development Plan 1999* indicates that population gains in the Docklands and inner city may be offset by population loss in the suburbs over the six years of the Plan. The *Dublin City Housing Strategy* (May 2001) estimates that an additional 4,500 units per annum would be required up until 2005.

2.1.3 ECONOMIC PROFILE

Principal Economic Status of Residents

The 1996 Census shows that the main characteristics of the Area are as follows:

- A total of 42.2% of Docklands residents were classified as being “at work”, compared to a figure of 49.6% for Dublin City and County.
- Labour force participation rates in the Docklands are more or less in line with Dublin City and County rates.
- The percentage of the population classified as being unemployed was 26.1% in 1996, with a concentration in the North Docklands, particularly amongst males. However, the ESRI report estimated that the labour force in 2000 was in the order of 8,950 persons and that unemployment rates had fallen to as low as 10% in the Area. Although the number of unemployed has fallen, longer-term unemployment durations have been more prevalent in the Area than in Dublin City and County.

Employment Structure

The business and employment survey undertaken by the ESRI in 2000 highlighted the following:

- In 1999/2000 a total of 1,439 employers were identified in the Docklands Area. This represented an increase of 168 (13.2%) over the 1996 level. In terms of sectoral distribution, the business services, retail & wholesale, financial services and manufacturing sectors were the most important with each accounting for between 14-19% of the total number of firms.

- A total of 32,089 persons were employed in the Area in 2000 compared with a total employment level of 20,800 in 1996, representing an increase of 54.4%.
- A total of 2,491 Docklands residents also worked in the Area in 2000, representing an increase of 900 over the situation in 1996. In 2000 residents represented 7.8% of all persons, compared with 7.7% in 1996. There was a concentration of Docklands residents engaged in manual occupations.
- The principal growth sectors for residents are building & construction, retailing & wholesale, transport & communications and education & health. The growth rate of the last category is primarily attributable to the expansion of a number of community education/resource centres. The growth of employment for local residents in the financial and business services sectors is lower than the overall employment growth in the Area for these sectors.
- There is evidence that the number of females working and resident in the Area is growing more rapidly than that of their male counterparts.
- In relation to perceptions of trends in 2000, 62% of firms projected that their employment would increase over a five-year period. However, the current economic downturn has had an adverse impact upon confidence in the short to medium term. Nearly 70% of firms considered the Docklands to be a good location.

Table 1 illustrates the changes in employment between 1996 and 2000.

Industry/Employment Sector	Total Persons Employed				Residents Employed			
	1996	2000*	No. chg	%chg	1996	2000*	No. chg	%chg
Manufacturing	3,418	3,206	-212	-6.2	447	421	-26	-5.8
Electricity/Gas/Water	889	942	53	6.0	33	58	25	75.8
Building & Construction	398	903	505	126.9	41	150	109	265.8
Retail & Wholesale	1,827	2,339	512	28.0	180	315	135	75.0
Hotels & Restaurants	541	792	251	46.4	106	172	66	62.2
Transport & Communications	3,848	5,362	1,514	39.3	156	306	150	96.1
Financial Services	2,834	6,473	3,639	128.5	77	144	67	87.0
Business Services	2,585	7,312	4,727	182.9	192	254	62	32.3
Public Administration & Defence	2,293	2,482	189	8.2	106	134	28	26.4
Education & Health	775	1,273	498	64.3	78	370	292	374.4
Personal Services	1,379	1,005	-374	-27.1	176	167	-9	-5.1
Total	20,787	32,089	11,302	54.4	1,592	2,491	899	56.5

Table 1 Employment in the Area by Sector in 1996 and 2000

* Survey 1999/2000

Land Issues

A report commissioned by the Authority in July 2002 indicates that land values increased dramatically between 1997 and 2000, stimulated primarily by the IFSC I & II. However, there has been a fall off in land values in the Docklands in the last two years, resulting from a drop in demand, increased construction costs and reduced level of bank funding. Sites close to public transport nodes retain a relatively high value, although some office site values have fallen by 30%. In the Greater Dublin region highest land values are in general currently being set by residential development. Economically marginal uses and those associated with the social economy are under pressure as a result of increased land values. Poolbeg Peninsula could be more fully utilised to accommodate marginal uses dislocated from elsewhere in the Area.

The Authority undertook a land use and building condition survey in June/August 2002. The significant increase in residential floor area (16%) and office floor space (104%) was principally at the expense of industrial and warehousing uses. Utility functions on the Poolbeg Peninsula have been reinforced with the construction of two new power stations and the waste water treatment plant. Underutilisation of land remains a problem on the Peninsula. The overall physical condition of the building stock has improved significantly with the percentage of buildings in the "good" category rising from 80% to 96% between 1996 and 2002.

Port Activity

Annual tonnage throughput at Dublin Port increased from 16.8 million tonnes in 1997 to 21.8 million tonnes in 2001, which is twice the level of that projected for 2011 in the original DTI Strategy. Ferry passenger numbers increased by 0.4 million to 1.4 million in the four years to 2001 and the number of tourist cars increased by 90,000 to 290,000 during the same period. Sixty cruise liners visited the Port in 2001, representing a 50% increase in a four-year period.

Approximately 90% of the freight is carried by road and the future of rail freight is uncertain. Road traffic is comprised of heavy goods vehicles (HGVs), liquid tankers (oil, etc), passenger cars, and commuter traffic associated with over 4,000 persons working in the Port estate. Traffic levels have grown in line with the increase in Port activity and future growth is directly related to GDP forecasts.

There are uses/proposed uses in the Port area that are subject to the provisions of the Seveso II Directive (96/082/EEC). This Directive requires separation distances between residential areas and certain hazardous activities.

Economic Outlook

The ESRI's *Medium Term Review 2001-2007* (2001) highlights that the move to very low unemployment has made a significant contribution to reducing poverty and raising living standards to above the EU average. Forecasts provided indicate that unemployment could rise to 5.8% in 2005 before falling back to 5.5% in 2007, or in a severe slowdown scenario it could rise to 7.6% by 2003 before reducing to 4.6% in 2007. The Quarterly

National Household Survey, September 2002, shows that unemployment currently stands at 4.2% and that there was a continued increase in employment in health, financial services, businesses and public administration, although manufacturing jobs continued to decline. The economic outlook is somewhat uncertain with a tightening of public spending at home and external factors such as global geopolitical considerations, the prospects for the US economy, foreign direct investment and interest rates in the euro zone having a direct impact upon the Irish economy.

Capacity

A report commissioned by the Authority in July 2002 indicates that the Docklands can expect to attract a total of 175,000 sq.m of office development over the next five years. The same report also indicates that there is currently 35,000 sq.m of vacant office floor space in the Area, with a further 70,000 sq.m under construction. There is presently an overhang of office floor area within the Dublin Region, but the suburban business parks have borne the brunt of the slowdown in the commercial market. A capacity assessment also suggests that the Docklands Area can accommodate a further 1,400,000 sq.m+ of office/commercial floor space, which would comfortably accommodate the projected demands over the next five years and beyond. It is estimated there is capacity for a further 12,000+ dwelling units within the Area, which is adequate to accommodate the 6,500 to 9,500 units required to achieve the target of accommodating an extra 23,000 persons over the remaining 10 years of the Plan.

2.1.4 WEAKNESSES & STRENGTHS

The purpose of the Master Plan for the Area is to exploit the strengths of the Docklands and eliminate, or mitigate, the negative impacts of any weaknesses. Set out below is an analysis of the weaknesses and strengths of the Area.

WEAKNESSES

PHYSICAL

Neglected Land and Dereliction

The 1997 Master Plan identified the publicly owned C oras Iompair  ireann (CIE) lands in the North Wall area, the Bord G ais site in the Grand Canal Docks and part of the Poolbeg Peninsula as being underutilised, creating an unfavourable impression on the Area. However, imminent development at Spencer Dock and the Grand Canal Docks will significantly improve these lands, although CIE lands to the north of Sheriff Street and other lands on the Poolbeg Peninsula remain underutilised. Furthermore, the condition of the building stock has improved significantly over the last five years.

Transport and Traffic Congestion

Access to and through the Area is at present poor and public transport is considered inadequate, while arterial routes frequently suffer congestion. The growth of HGV traffic associated with the Port, particularly in the last five years, has given rise to environmental and safety concerns.

Lack of Physical Cohesion

Presently, there is a lack of physical cohesion between the communities on either side of the Liffey due to the lack of physical access across the river between Matt Talbot Memorial Bridge and the East Link Toll Bridge.

Contrast

The areas of high quality development at the IFSC, George's Quay, the East Point Business Park and now at Grand Canal Dock contrast with the poor environment of the more rundown areas.

SOCIAL AND ECONOMIC

Schools

Many residents consider that some local schools are inadequate for their needs and hence choose to send their children to schools outside the Area. There is also a fall in the school-going age cohort and the numbers attending schools in the Docklands. This problem is partly reinforced by the poor physical appearance of some schools and inadequate open space and play areas for children.

Segregation and Social Mix

The segregation of new residential communities from existing ones has been perceived as a disadvantage in the Docklands. A consequence of the poor physical environment had been a skew in the social mix in the Area towards lower income groups, greater proportion of local authority housing and higher unemployment for residents than in the Dublin Region as a whole.

Lack of Appropriate Skills

Employers, generally, consider that they must look outside the Area for skilled employees. The labour profile of residents illustrates a high proportion of unskilled and semi-skilled labour, which was associated with traditional industries in the Area and the Port. Service type industries require a relatively skilled labour force, particularly with computer skills. The transition can be lengthy, requiring intervention at school, job training and college level.

Crime and Drugs

Some pockets of the Area are more problematic than others, but crime and drugs have remained persistent problems, damaging the social fabric and image of the Docklands.

STRENGTHS

While there are some weaknesses that need to be recognised and addressed, the Area has a number of significant advantages.

PHYSICAL

Location

Globalisation has transformed Ireland from being a geographically peripheral country in the European Union to one which is well positioned to take advantage of global economic trends and foreign direct investment. Dublin has been at the forefront of these changes and has developed rapidly as a modern European capital city. Furthermore, Dublin is now a major tourist destination for the United States, Europe and in particular the UK. The Docklands is in turn at the core of the Dublin Region, with potentially excellent

public transport and road accessibility, and is immediately adjacent to many tourist attractions in the city centre.

Waterside

Located on the Liffey Estuary, Docklands is potentially an attractive physical setting, which is still little known by Dubliners generally and enjoyed by few. The water bodies in the Area, particularly the Liffey and Grand Canal Dock, have the capacity to provide one of the most impressive waterfronts in Europe. The beautiful views eastwards to Dublin Bay and southwards to the Dublin/Wicklow mountains give a physical advantage on which the Authority can capitalise when seeking to attract investment into the Area. The confluence of the Liffey, Royal and Grand Canals, which are in turn linked to Dublin Bay, has considerable amenity potential, both land and water based. The proximity of these amenities to the bustling city centre is unique.

State-Owned Lands

While the physical condition of much state-owned lands in the Area is considered to be a disadvantage, the fact that they are owned by statutory bodies is a positive advantage. Some key projects, such as the physical development of strategic sites for mixed uses, will be facilitated in a more comprehensive manner if these larger sites remain intact.

SOCIAL AND ECONOMIC

Resident Communities

The residents of the Docklands, together with the 30,000 people working in the Area and future residents and employees, are its greatest resource. The energy, commitment, openness and creativity of the local community groups will be crucial to the renewal and regeneration of the Area.

Social Cohesion

There is a growing sense of common identity amongst residents of the Area, who now have shared aspirations and are increasingly seeing themselves as Docklanders.

Development Poles

The IFSC and Dublin Port are two strong poles of activity in the Docklands. Both have the potential to grow in the future.

Investment Market

There has been a turn around in the investment market over the last 5 years. The Docklands benefits from locational advantages and parts of the Area are seen to have a high quality environment. The Docklands is now perceived as a good location for businesses to locate.

Third Level Institutions

The presence of National College of Ireland (NCI) in the Area and Trinity College Dublin (TCD) immediately adjacent to the Docklands can play a crucial role in contributing to research and development, particularly in information technology, and providing the expertise and training for other commercial sectors, including financial services. Fully realising the potential of these

educational institutes would involve creating synergies between commerce and the local resident and working community. Trinity College has recently purchased the former IDA centre on Pearse Street, and the Bolton Trust associated with the Dublin Institute of Technology (DIT) has secured ownership of the former IDA centre on East Wall Road.

2.1.5 KEY CONCEPTS

The following concepts are implicit or explicit in the Plan. They are the essence of the destination towards which the Docklands project is striving. The Master Plan is structured to facilitate and stimulate the realisation of these key concepts:

- (i) Socially and economically sustainable communities.
- (ii) A partnership of communities, state agencies and the private sector.
- (iii) A robust area infrastructure.
- (iv) Emphasize the transportation of people over the movement of cars.
- (v) The excellence of the cityscape.
- (vi) The dynamic of the streetscape.
- (vii) The attainment of a learning society.
- (viii) The fulfilment of people's potential.
- (ix) The provision of the key missing projects for the city.
- (x) The new economy.
- (xi) The quality of life.
- (xii) The excellence of the business environment.
- (xiii) Being a great part of a great city.
- (xiv) The wealth of leisure and amenity.
- (xv) The excitement and wonder of a new busy waterfront city.
- (xvi) A cosmopolitan, coherent and distinct city quarter.

2.2 SOCIAL & COMMUNITY DEVELOPMENT

2.2.1 INTRODUCTION

The Docklands is broadly made up of five resident communities as illustrated on Map 5. These are East Wall, North Strand, Sheriff Street/North Wall, City Quay/Westland Row and Ringsend/Irishtown. Each community is relatively independent with its own schools, community facilities and retailing outlets. The 2002 Census showed a slight decline in population in the preceding six years of the older established residential areas of East Wall and Ringsend/Irishtown. The provision of sheltered housing for an ageing population would assist in freeing up family accommodation.

The 1997 Master Plan established a target of an additional 25,000 persons in the Area by 2012. By 2002, due to the priority given to commercial development in the first phase, approximately 2,000 extra residents have been accommodated, predominantly in the western portion of the Area. The majority of the new households do not form standard family units. In order to achieve sustainable mixed communities in redevelopment areas of North Lotts, Grand Canal Dock and East Wall, family accommodation will have to be actively promoted. In certain instances higher densities may have to be resisted in order to provide for residential development that is suitable for family accommodation.

Many traditional skills and jobs associated with Dublin Port and larger industries (e.g. gas production, bottle making and milling) have been lost to the Area. This economic decline was matched by the decline in social and community facilities, such as shops, schools and recreational facilities. However, rapid economic growth in the last five years has presented the local labour force with unprecedented opportunities. A key challenge for the Master Plan is to ensure that communities can avail of these new opportunities, while at the same time ameliorating the worst effects of change.

The social infrastructure of the Area includes twelve primary and three secondary schools. There are over 100 community organisations and groups in the Area. Functions provided in local community groups include: primary and secondary level educational assistance; community development and training; parish work; crèche and playgroup facilities; sports and youth volunteers; community credit; enterprise and employment resources; and re-cycling enterprises. Funding for projects comes from a wide range of sources. Private fund raising is a common element of all of them and many earn money from trading their activities. Other sources include charities, the Eastern Health Board, Combat Poverty Agency, the Department of Social and Family Affairs, Dublin City Council, FÁS and the Dublin Inner City Partnership.

Community activities currently have access to approximately 26,000 sq.m of floor space, representing an increase of 36% between 1996 and 2002. In addition, a further 50,000 sq.m of cultural and recreational floor area is available. However, many of the buildings and facilities are in need of refurbishment or redevelopment. The Community Training Workshop at North



Map 5 Residential Communities

Wall was constructed by the Authority in 1999 and provides a valuable local asset. Proposed developments include upgrading the East Wall Community Centre, new community facilities at Plot 8 adjoining the Grand Canal Dock and the restoration of the Irishtown Stadium. The Community Development Project Initiative provides grants for a variety of community initiatives ranging from projects promoted by youth and sports clubs to the purchase and installation of computers and associated training for the After Schools Project.

Collectively, the community organisations have played a crucial role in ameliorating the effects of decline within the Area. Partnership between the Authority, local community groups, local business and statutory agencies is essential for the implementation of the Master Plan's objectives and policies.

The Authority recognises the vision articulated by the Dublin City Development Board in its publication *A City of Possibilities: Economic, Social and Cultural Strategy (2002-2012)*, and will seek to work with the Board in achieving common objectives.

2.2.2 COMMUNITY ISSUES

Consideration of the concerns of the local communities is an essential component in the development of the Master Plan's policies. The three core issues which have been identified by local communities are set out below.

Adequate Provision of Housing for all in the Community

Housing is the most significant issue overall. The rapid increase in land values and house prices has placed the purchase of residential accommodation beyond the reach of most residents, which has hindered the regeneration of local communities. Social and affordable housing is delivered through both the Planning Schemes and Part V of the 2000 Planning and Development Act. The issue of community consolidation needs to be balanced with the level of housing need in the city.

Community Development to Counteract Social Exclusion

Preparation and implementation of the Master Plan has been an essential opportunity for all groups and community organisations to have access to decision-making structures and the participatory process. There is a need to ensure that all members of society have equal access to services and facilities to counteract social exclusion. In particular, local groups requested ongoing consultation with the Authority throughout the life of the Plan.

Social and Economic Regeneration of Local Communities

Local communities are seeking access to employment opportunities for themselves and for their children. Although there is near full employment in the general economy, many residents do not have the skills to avail of the employment opportunities created in the new industries. Thus, education and up-skilling have now become the key issues.

Other Specific Community Issues

Insufficient Mix of Private, Public/Social Housing and Unit Sizes

In general it is considered that a range of housing options is needed, including both social and affordable housing to accommodate persons from all social backgrounds. New residential development in the Area is failing to attract owner-occupier family groups.

Integration of New Residential Development

Some local communities felt that early phases of residential development in the early 1990s failed to integrate with local communities. Such integration is necessary to sustain and build communities.

Traffic, Pollution and Noise

Port-related and commuter traffic has increased significantly over the last five years, particularly along the arterial routes such as East Wall Road, North Wall, Seán Moore Road and Pearse Street. Traffic safety, noise and pollution, particularly in residential areas, are associated concerns.

Local Public Transport

This is seen, in general, to be still inadequate and of poor quality.

Displacement of Marginal Business

Concern was expressed that higher office and residential land values are displacing marginal low-value uses, which provide employment for many low-skilled residents.

Insufficient Open Space

A number of community groups considered that there are not enough public open spaces in the form of parks and play areas adjacent to housing, particularly in the North Docklands Area.

Community Facilities, Recreation and Amenity

Residents felt that retailing and healthcare facilities need to be enhanced in certain locations. Further space for local schools and sports groups to use, in particular to the north of the river, is considered necessary. Access to public waterways and full utilisation of water bodies has been called for and in particular full use of the canals and the Grand Canal Dock basin. There is a lack of activities for Docklands youth.

Early School Leavers

The high incidence of early school leaving is still considered a problem. Further support is required at all levels to tackle these problems and to monitor progress.

Inadequate Childcare Facilities

A number of additional childcare and pre-school facilities and services have been provided throughout the Area within the last five years. However, it was considered that further facilities are required, particularly in new residential communities.

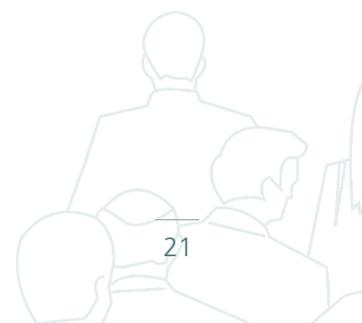
Drugs and Crime

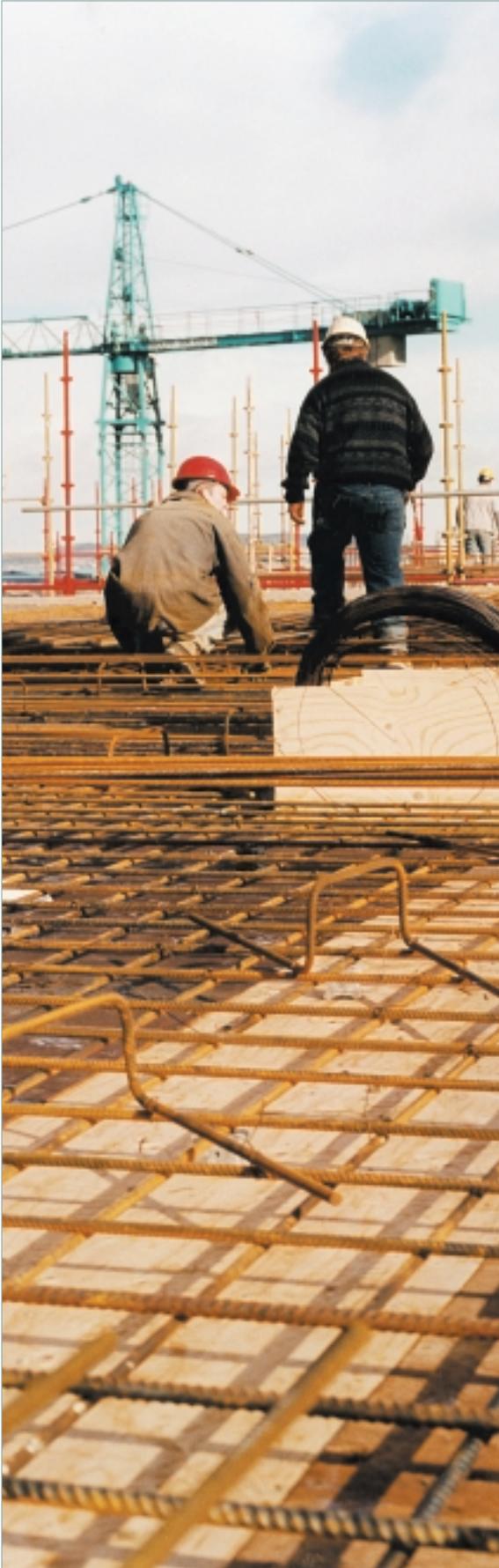
Communities highlight that drugs and crime problems in parts of the Area remain as issues to be addressed. The Authority recognises the critical link between policies on recreation, leisure, youth development, employment and the whole issue of crime prevention and drug use. Developing policies and initiatives in these former areas should contribute to a reduction in crime and drug use within the Area.

2.2.3 POLICIES

The Authority will:

1. *maintain the Community Liaison Committee (CLC), whose functions are: to maximise the involvement of the communities in the local areas in the re-development of Docklands; to provide a forum for direct communications between the Authority, developers and representatives of the local communities and vice versa; and to maximise suitable employment and training opportunities for people from the local area who are unemployed;*
2. *promote the development of accommodation which will reflect the diversity of needs in any community, including housing for couples with children, housing for single parent families, traveller accommodation, sheltered housing, and housing for people with disabilities;*
3. *as a priority, seek to implement the provision of the necessary physical infrastructure in order to promote economic and social development. Such infrastructure is an essential component in attracting investment and in changing the perception of the Area;*
4. *encourage the participation of the local population in the design and maintenance of the open space provision in the Master Plan. A sense of ownership of open space by the community would enhance the use of such spaces, making them more attractive to residents and visitors;*
5. *promote initiatives, particularly in arts and sports, which harness and develop the creativity and confidence of youths in the Area;*
6. *promote modern standards of access to sport and recreation facilities in the Area;*
7. *seek to protect communities from the negative impacts of traffic through encouraging appropriate traffic management and calming in residential areas;*
8. *seek to provide for the retention and development of local service industries to meet long-term needs of community development;*
9. *work with the City Council to ensure provision and retention of public parks and open play areas and ensure that the Area is safe for children to grow up in;*
10. *work with local schools and communities to increase retention rates;*
11. *work with Gardai, communities and relevant agencies in the formulation of a plan to mitigate substance abuse and crime in the Area; and*
12. *review community needs and promote a range of environmental and physical improvements in consultation with local communities.*





2.3 ECONOMIC DEVELOPMENT & EMPLOYMENT

2.3.1 INTRODUCTION

The stimulation of economic activity is an essential element in the regeneration of the Docklands. One of the key performance indicators by which the success of the Master Plan will be judged is the number of sustainable jobs which are created. Reversing trends in unemployment in the Area has been a key priority and the rate has dropped significantly from 26% to an estimated 10% within Phase 1 of the Master Plan period. In the specific area of employment, sustainability has been interpreted as a form of employment which:

- builds upon the strengths of existing industries and communities;
- is compatible with the social and physical objectives of the Plan;
- exploits the physical advantages of the setting and recognise the environmental and other advantages of the Area; and
- is in developing employment sectors, as opposed to those in decline.

The 1997 Master Plan established an employment target of an additional 30,200 to 40,500 new jobs within the 15-year timeframe of the Master Plan. By the year 2000 an additional 11,300 jobs had been created in the Area, 900 of which were taken by local residents. The Authority is therefore well on target to achieving its stated objective. This was achieved during a period of unprecedented national economic growth and reflects that the Docklands is a centre for both regional and local employment. The economic outlook, as outlined in Section 2.1, is somewhat uncertain both at home and internationally. The *ESRI Medium Term Review 2001-2007* indicates that the unemployment rate is likely to rise in the short term, before falling back by 2007. In this context, the creation of additional employment within the Area is likely to slow down over the next five-year period of the Plan.

2.3.2 REGIONAL EMPLOYMENT

There has been a dramatic increase in the numbers employed in financial services (e.g. IFSC activities) and business services (e.g. software, telemarketing and back office) sectors in the five years to 2000, with an increase of 128% in the former and 182% in the latter. Between them they accounted for nearly half of all employment in the Area. Most of this employment is located in the IFSC, George's Quay and East Point Business Park. The fall in foreign direct investment in the short term is likely to impact upon these sectors, but forecasts for the medium term would suggest that they will continue to grow significantly.

Dublin Port is a vital part of the economic infrastructure of the city and impacts widely on the community. It is estimated that the Port and related industries provide approximately 4,500 jobs in and immediately adjacent to the Area. While much of this employment is regional in nature, the Port still provides important local employment. Planning for the Docklands must proceed on the basis that Dublin Port will continue to play this vital role. The Authority recognises the importance of the Port and it is an essential ingredient in the successful rejuvenation of the Docklands.

2.3.3 LOCAL EMPLOYMENT

It has been an objective of the Master Plan to double the number of local residents employed in the Area. Within the first five years of the Plan there has been a 56% increase in the number of residents employed in the Docklands, which is more than the overall percentage increase in employment within the Area. This factor, combined with the reduction in the unemployment rate, highlights that residents have been able to fully avail of the employment opportunities created during the economic boom. The Authority has therefore been successful in assisting the creation of sustainable job opportunities for those residing in the Area.

While manufacturing in the Area has witnessed a steady decline, the growth sectors for residents of building & construction, retailing & wholesaling and education & health correlate with the opportunities that have arisen as a result of economic regeneration. In particular, increased employment for residents in education and health illustrates the job opportunities arising from the social economy sector. However, the high proportion of residents in the skilled and semi-skilled category, combined with the decline in traditional manufacturing in the Area, reinforces the need for retraining in such areas as computer and administrative skills.

The Authority's Social Programmes Unit oversees employment, training and educational programmes. The Schools Jobs Placement Scheme, the Introduction to the Financial Services Programme, the Apprenticeship Programme and the Local Employment Charter have resulted in a total of 225 direct job

placements within the last 5 years. This is in addition to other general employment opportunities for residents in the Area. The Local Employment Charter has delivered 120 jobs in IFSC II, over 90% of which were placed from the long term unemployment register.

The Authority's Enterprise Development Programme has been established to identify the needs of local businesses and entrepreneurs. Training and administrative support have been identified as key requirements.

2.3.4 PROJECTED GROWTH SECTORS

As highlighted above, in excess of 11,000 additional jobs have been provided to date and thus in overall numbers the Authority is on target to achieve its goal of between 30,000 and 40,000 new jobs over the period of the Plan. The growth of the various sectors is considered in turn.

International and Business Services

This sector includes software, telemarketing and back-offices. The target is between 11,000-15,000 new jobs. Approximately 5,000 jobs have been created in the business services sector and therefore, the employment creation rate is in line with projections.

Financial Services

A target of 6,000-8,000 new jobs was set for the IFSC over the 15-year period of the Plan. There has been an increase of 6,500 new jobs, which is well in excess of the original target.

Tourism, Hotels and Leisure

A target of 3,500 to 5,000 was set in 1997. Those employed in hotels and restaurants in the Area rose by 251 in the four years to 2000. There is likely to have been a significant increase in this sector over the last two years with the opening of the Clarion Hotel and a number of restaurants in IFSC II. However, overall the potential of this sector has not been fully realised. In this context, the promotion of major visitor attractions within the Docklands, including leisure and cultural anchor projects, is necessary to achieve the employment target established under this category.

Small Business and Community Employment Projects

Initially, the target of 1,500-2,000 was dependent upon the creation of two new enterprise centres similar to the IDA's operations at Pearse Street and East Wall on a non-commercial basis. Owing to a revision in IDA policy towards enterprise centres within the Area, a greater emphasis needs to be placed upon facilitating local enterprise through training and support networks and systems. There remains a need to facilitate marginal uses that have been dislocated by higher value land uses in the central area. Poolbeg still provides a relatively cheap land use solution, which can be reinforced through appropriate land use zoning.



Retail

A target of 1,700-2,000 was established in the original 1997 Master Plan. Approximately 500 jobs had been created in this sector by 2000 and further retailing jobs have been provided in IFSC II since then. This sector is therefore on target.

Technopole, Education and Training

The target is 2,000-3,000 for this sector. An additional 500 jobs had been created in education and training by 2000, the majority of which were taken by Docklands residents. This figure will have significantly increased with the opening of the NCI.

Traditional Office and Administration

The combined target for these sectors is between 4,500 and 5,500. Owing to the classification of sectors in the ESRI study (2000), it is not possible to clearly identify the growth rate in these sectors. However, a portion of the business services sector would fall within this category.

The target employment categories have been redefined in Table 5 of Part 7 to reflect the classification used by the ESRI report on the Docklands. In redefining the target categories, due regard has been had to the growth sectors to date and the ESRI's national survey of vacancies in the private and public sectors for 2002, which also identifies future skills needs. In order to achieve the stated targets, the following underlying assumptions must hold true for the remaining period of the Plan:

- The projected economic growth forecast in the ESRI's *Medium Term Review 2001-2007* is achieved.
- There is no collapse in the international or national economy, particularly in financial services.
- Investment in the appropriate infrastructure within the Area is achieved.
- The accommodation provided is of a quality and rent appropriate to attract businesses.

2.3.5 POLICIES

The Authority will:

- 1. collaborate with Dublin City Council and other agencies to promote the early provision of key infrastructural works;*
- 2. as a priority arrange for the provision of the highest standards of digital media infrastructure and capacity within the new development areas;*
- 3. explore, with third-level colleges, the development of research and development complexes in the Area to facilitate industrial and commercial development. To facilitate this, the Authority will utilise its powers to acquire vacant and redundant lands from statutory bodies;*
- 4. continue to investigate the possibility of acquiring lands in the Poolbeg Peninsula in order to facilitate research and development, industrial and commercial development. As an early priority intervene and secure possession of areas elsewhere in the Docklands, where sites are no longer in productive use;*
- 5. work with the IDA and other state agencies in attracting international services to the Area;*
- 6. continue the development of financial services and related business in the Docklands;*
- 7. continue the liaison with the business community to promote the economic enhancement of the Docklands;*
- 8. encourage research and development operations at a number of strategic sites, in co-operation with the city's universities and third level colleges;*
- 9. facilitate Dublin Port as a major employment force affecting the Area and seek to ensure that the Port continues to play its vital national economic role;*
- 10. promote the clustering of tourism, culture and leisure to develop a significant presence in the Docklands;*
- 11. promote the development of major visitor attractions and leisure initiatives which will generate significant movements of Dublin's citizens into the Area;*
- 12. encourage anchor projects in the Docklands as a means of stimulating further development;*
- 13. promote community employment projects which create sustainable employment;*
- 14. support current employers in the Area with a view to increasing growth, while applying strong environmental management policies to alleviate any disamenities which could arise;*
- 15. identify, with the aid of local communities, job opportunities in small business;*
- 16. promote projects with employment needs that are tailored to the current skills base existing in the Area, and those being provided through the employment and training initiatives;*
- 17. facilitate the growth of enterprise and business start-up in the Area, particularly by local residents, through networking and by the provision of advisory services and direction to formal enterprise services and resources existing within the city and the state;*
- 18. promote the employment of local school leavers in the Financial Services Centre through the Schools Jobs Placement Programme and similar initiatives;*
- 19. continue to implement its Local Employment Initiative/ Charter through its eleven-point action plan (see Appendix I); and*
- 20. prioritise the early redevelopment of neglected land areas and amenity schemes to improve the general perception of the Area.*



2.4 EDUCATION & TRAINING

2.4.1 INTRODUCTION

Education and training are key factors in allowing residents to avail of employment opportunities and realise their full potential, thereby ensuring sustainable social and economic regeneration. Educational disadvantage is a serious problem in the Docklands. While the educational standard in the Docklands has improved over the last 10 to 15 years, the *Employment and Socio-Demographic Profile of the Dublin Docklands Area* report published in 2000 by the ESRI highlights that more than half of the residents left school before the Leaving Certificate, indicating a significant drop out of the educational system. Tackling educational disadvantage is thus one of the major challenges facing the Authority.

The Authority aims not only to ensure that the main "target groups" are encouraged to achieve their full potential – those currently at school, the early school leavers, the unemployed, those wishing to return to education and training, as well as those with the capacity to proceed to third level. The Authority will facilitate a major co-operative effort between the local community, the schools, colleges, training agencies and the private sector.

The Authority strongly supports Lifelong Learning (Saol Scoil), which requires the ongoing development of a wide range of educational initiatives from infancy to adulthood. These initiatives will be the subject of ongoing evaluation and monitoring.

2.4.2 PRE-PRIMARY

The expansion of early childhood education provision and the establishment of adequate childcare facilities are important aims of the Authority. These types of programme are the first stages in the formal education of young people and they are an essential requirement if disadvantaged adults are to be enabled to upgrade their education. This link between the education of the young and adult education is of critical importance. Over the duration of the Master Plan, the Authority will work closely with the local communities and the Department of Education and Science in expanding pre-primary education. Childcare and crèche facilities in new residential areas will be provided in accordance with the *Childcare Facilities – Guidelines for Planning Authorities*, issued by the Department of the Environment, Heritage and Local Government in 2001. Local residents have identified the cost of childcare as being a significant issue.

2.4.3 PRIMARY

Increased investment in primary education is essential in order to address the needs of all children, but especially those who are disadvantaged. The Department of Education and Science's *Breaking the Cycle* initiative for assistance to schools in designated areas of disadvantage has been updated by the *Giving Children an Even Break* project. A targeted programme of supports is made available to a number of designated schools within the Docklands, which includes extra staffing to allow a maximum class size of 15:1 in all junior classes. The maximum



class size in senior classes was 29:1, but was subsequently reduced to 27:1 in the 2002/2003 academic year. There are a number of “after school projects” run by local community groups. The Authority has developed further programmes including the Docklands Schools Computer Hub Initiative, which allows teachers and pupils at both primary and secondary levels within the Area to exchange information and ideas in a web-based format, the Schools Drama Programme and the newly designed Schools Music Programme in cooperation with the National Concert Hall. These initiatives need to be further developed to reduce disadvantage at this level.

There is also pressure on a number of primary schools in the Area arising from a drop in the school-going age cohort in the resident population. This trend is contrary to regional trends, and it is probable that, with the introduction of new resident communities in the Area and through the natural demographic cycle, this trend will be reversed over the longer term.

2.4.4 SECONDARY

A high proportion of students fail to realise their full potential and many drop out of schools in the Area before completing the Leaving Certificate. The Authority has specifically designed programmes that address disadvantage at this level and which supplement other Department of Education and Science initiatives. The Authority’s programmes include The After Schools Study Group catering for Junior and Leaving Certificate students, the Schools Incentive and Attitude Programme and a Young Person’s Self-Development scheme. The Schools Database also allows for the collection of the necessary data to track progress at this level. Other programmes, such as the Schools Principal Forum and the Interregional Schools Development Programme, have been devised to forge links between schools, both in and outside the Area. Initiatives have also been formulated which assist teachers directly and these include a Behavioural Management Programme for students and teachers, and programmes aimed at identifying dyslexia and other learning difficulties amongst students. There is a need to develop these and other programmes over the remaining period of the Master Plan.

Evidence suggests that an unfortunate side effect of increased employment opportunities and historically low levels of unemployment is that second level students are less likely to remain in full time education than was previously the case. If unemployment levels rise, it will be those who have failed to achieve the appropriate standard of education that will be most disadvantaged. It is therefore essential to rigorously pursue policies and initiatives that increase the percentage of students who leave the system with the appropriate standard of education.

2.4.5 THIRD LEVEL

The National College of Ireland (NCI) has now located in the IFSC with the assistance of the Authority and opened its doors to over 3,000 full and part-time students in September 2002. It caters for a wide range of courses in business, management and information technology. This Institute, along with Trinity College Dublin (TCD), represents a significant asset to the Area. A major element of the first phase of the Master Plan process was to develop a centre for educational excellence, access and community development. The NCI, through its Centre for Educational Opportunity, is committed to providing education for Docklands residents. Its current portfolio of courses includes certification in community work and management of voluntary workers. The Trinity Access Programme also assists local residents in accessing third level education. In addition, the Authority has awarded 57 third level scholarships to date and operates a Discover University Programme for young residents.

2.4.6 ADULT EDUCATION & TRAINING

Due to the levels of educational disadvantage which many adults have experienced in their early lives, they can face severe difficulties in gaining access to formal education and training programmes. A number of initiatives have been taken to counter these difficulties, including courses run at St. Andrews Resource Centre. The Authority fully endorses these initiatives and will continue to work closely with the communities and all programme providers in this area over the duration of the Plan in the continued development of these initiatives, and others which will meet the identified needs of people in the local communities wishing to re-enter the education system. During the first phase of the Master Plan, the Authority sponsored the Adult Literacy programme, computer courses and a joint programme with the NCI promoting Parents in Education. Over 160 Docklands parents have enrolled for this programme.

The Authority, with the co-operation of the local communities, will continue to work with FÁS, CERT and the Department of Education and Science to provide a range of training, personal development and other programmes and services to assist the residents of the Area gain work and employment.

The Authority constructed the Community Training Workshop at North Wall in 1999. The Centre is operated by FÁS in conjunction with the local community and runs courses on computers, office skills, painting and decorating, sewing and dress design. The Authority is also committed to providing a training and community facility as part of the Plot 8 development at Grand Canal Dock and is examining the possibility of relocating the Ringsend Community Training Workshop into the new facility.

2.4.7 IFSC

The Authority recognises the importance of education and training as having a significant role in the further development of the IFSC. The financial services sector of the economy, in common with other activities, has a growing need for people with specific skills. Staff shortages for IFSC companies have been identified as a problem and the Government's *Strategy for the Development of the International Financial Services Industry in Ireland* (1999) highlighted the importance of developing close links between third level institutions and the IFSC. This has now been secured with the opening of the NCI and its provision of a wide range of courses relating to business, finance and information technology.

In the development of further training initiatives the Authority recognises the need to work closely with industry associations representing the IFSC service providers, particularly the Financial Services Industry Association, the Institute of Bankers in Ireland, the IDA and the Dublin International Insurance and Management Association.

The Authority has specifically designed its Schools/Job Placement Programme to exploit the opportunities afforded by the IFSC for both the companies and local youth. Under this programme Docklanders who pass their Leaving Certificate are placed in employment with IFSC companies. To date close to 80 young Docklanders are working under this initiative.

2.4.8 POLICIES

The Authority will:

- 1. encourage and support initiatives designed to reduce educational disadvantage in the Docklands;**
- 2. work with local communities and relevant agencies on the expansion of pre-primary education and childcare facilities in the Area;**
- 3. support the provision of the necessary programmes and facilities to meet the identified skill shortages in the IFSC;**
- 4. work with the National College of Ireland to lever the maximum local advantage from the resource presence of the Docklands campus;**
- 5. network with local school principals and the Department of Education and Science to identify optimum interventions to secure best provision of educational facilities resources and initiatives within the Area;**
- 6. provide, with the co-operation of FÁS, CERT and local schools, job-specific training and education programmes as the need is identified;**
- 7. promote the realisation of an e-society particularly through e-learning initiatives;**
- 8. seek to ensure that pupils in the Docklands achieve educational success on a par with other pupils in the Dublin city area by:**
 - a) continuing with its educational programmes, supplementing existing schools provision, and**
 - b) auditing school resources; and**
- 9. seek to achieve a world class leading edge in education within Docklands at every level and connecting every level. Develop strong learning connections between education, business and the community.**

3

International Financial Services Centre

- 3.1 Introduction**
 - 3.1.1 Overview
 - 3.1.2 Factors Contributing to Success
 - 3.1.3 National Policy
 - 3.1.4 The Authority's Remit

- 3.2 Current Issues**
 - 3.2.1 Financial Services Issues
 - 3.2.2 Education & Training

- 3.3 The Challenge**

- 3.4 Policies**





3.1 INTRODUCTION

3.1.1 OVERVIEW

The development of the International Financial Services Centre is acknowledged as having made an outstanding contribution to the economic development of Dublin city and the country as a whole. Since April 1987, the IFSC has become the largest anchor project in Dublin city and is now the biggest employer in the Docklands Area. The Centre accommodates over 184,000 sq.m of offices, and is continuing to be developed. There are at present 434 stand-alone IFSC operations approved to trade in the sector in addition to over 700 further entities approved under out-sourced management. An estimated 10,700 people currently work in the IFSC, with more than 6,500 directly employed in the IFSC and in back-office projects for international finance services companies. In addition, substantial indirect employment has been generated in support and professional services. It is estimated that over €100 million of funds are now under administration or management in the IFSC. Half of the world's top 50 banks have operations in the area. The contribution of these companies to the Exchequer in corporation tax is substantial. The creation of the IFSC has played an important role in positioning Ireland as a centre for knowledge-based industries.

3.1.2 FACTORS CONTRIBUTING TO SUCCESS

The success of the IFSC was achieved through a range of initiatives undertaken by the statutory bodies concerned with the development of the Centre working in partnership with the private sector. Central to this success was the introduction, in the Finance Act, 1986, of an attractive package of financial incentives to encourage high-quality urban renewal and investment by the private sector in appropriate infrastructure. The introduction in the Finance Act, 1987, of a special 10% rate of corporation tax for certified companies was another major contributor to its success. The requirement (also in the Finance Act, 1987) to locate in the IFSC not only contributed to the renewal of the north inner city, but focused the attention of financial companies generally on the Liffey quaysides as a possible location for the future financial sector in Dublin.

The locational advantages of the IFSC area, arising from its waterfront location in close proximity to Dublin city centre and public transport routes, have contributed to the popularity and success of the area. The emphasis on a high standard of design in the public and private realm, in tandem with the carrying out of amenity works along the campshires and dock basins, has created a high-quality urban environment of city-wide significance. Whereas at the initial stages of the development of the IFSC there was a resistance to the level of rents for accommodation in the area, this issue no longer arises. Since 1997, the development of IFSC I has continued in tandem with

significant development in IFSC II. The latter has seen the development of c. 70,000 sq.m of office development, an equivalent amount of residential development, the development of the NCI Campus in addition to retail, hotel, restaurant and public house uses. Examples of companies choosing to locate in the area include Citibank, AIG, Commerzbank, ABN Amro, BNP and J. P. Morgan (Chase).

The partnership dimension of the IFSC has contributed significantly to its success. The marketing of the IFSC has involved a powerful combination of the public and private sectors. The Financial Services Industry Association (FSIA), the banks and insurance companies and other financial institutions, together with leading accountancy firms, solicitors, consultancy firms and stockbrokers have participated with IDA Ireland, the Departments of the Taoiseach, Finance, Employment, Trade and Enterprise, and the Authority in a continuous marketing programme to ensure the success of the Centre.

3.1.3 NATIONAL POLICY

Since 1987, successive governments have demonstrated a strong commitment to the development of the IFSC and in June 1999, the *Strategy for the Development of the International Financial Services Industry in Ireland* was adopted by the Government in order to "use the success of the IFSC as a springboard for the further development and expansion of financial services in Ireland" (page 3). The Strategy resulted from intensive consultation between different sectors in the industry and the relevant Government departments and agencies. In the Strategy, the clear advantages to having an identifiable financial services location in the IFSC, from the perspective of marketing and achieving synergies and economies of scale, are emphasised.

3.1.4 THE AUTHORITY'S REMIT

The Dublin Docklands Development Authority is currently carrying out its functions in respect of the continued development of the IFSC outlined above by:

- continuing to carry out the functions of the Custom House Docks Development Authority in the original Custom House Docks Area (IFSC I);
- continuing the development of IFSC II; and
- facilitating the development of the Docklands North Lotts Area.

At present, development in the International Financial Services Centre includes 114,000 sq.m of offices in IFSC I and 70,000 sq.m of offices in IFSC II.

3.2 CURRENT ISSUES

3.2.1 FINANCIAL SERVICES ISSUES

The *Strategy for the Development of the International Financial Services Industry in Ireland* acknowledges that the "overriding aim of the IFSC project was to establish an international financial services industry in Dublin capable of creating good quality employment and sustaining growth in a competitive world market. The regime of special tax concessions, combined with effective regulation and marketing, created the necessary space for the industry to take root." (page 6). The continued successful development of the financial services industry will require that the serious challenges which face the industry are addressed to ensure that it continues to flourish in terms of the quantity and quality of both activity and employment. The following are the key issues currently affecting the international financial services sector, which will have implications for the continued success of the IFSC.

Tax Issues

The corporation tax agreement with the European Commission will, over the period to the end of 2005, lead to a reduction and eventual elimination of the differing legislative regimes for the IFSC and the domestic financial services sector. Certification of IFSC companies ceased at the end of 1999 and certification of additional entities ceased at the end of 2002. The introduction of a single rate of corporation tax on traded income will fundamentally change the nature of the IFSC and in the period to 2005 will reduce the advantages of being an IFSC approved company. There will be no financial factors distinguishing the IFSC as a location from other locations in the country. In the absence of a requirement to locate in the IFSC, it will be necessary to generate sufficient "pull" factors to ensure that a significant number of front-office activities continue to locate in the area.

Market Conditions

The impact of the recent turbulence in the world's financial markets on the IFSC is unclear. While the IFSC's direct exposure is likely to be limited, the indirect exposure on the climate in the industry in terms of expansion and investment is hard to quantify.

Monetary Union

Uncertainty in relation to the medium-term prospects for the financial services industry has also increased as a result of the completion of EMU. The single currency will enhance the integration of European financial markets with the result that competition across all aspects of financial services, both in Ireland and at EU level, will increase. Again the impact of the single currency on the IFSC is difficult to quantify.

Accommodation Requirements

There has been a change in building type requirements, with occupiers now expecting modern specification open-plan

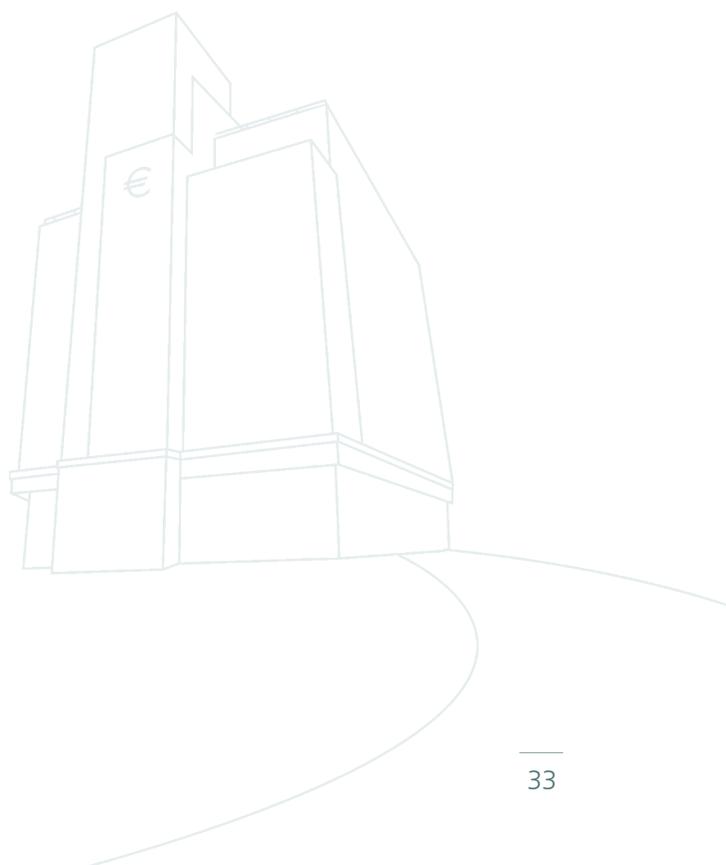
buildings with large floor plates and air-conditioning as standard. Occupiers typically now require floor plates of up to 1,900 sq.m and deep plan accommodation of 17-18 metres.

3.2.2 EDUCATION & TRAINING

The Authority recognises the importance of education and training in the development of the IFSC. It is aware that there is a shortage of skilled people in certain areas of expertise in the financial services sector and in the IFSC. This issue is addressed in the Strategy for the Development of the International Financial Services Industry which refers to serious staff shortages experienced by IFSC companies. Concerns exist regarding the availability of specialists in key areas and of suitably trained staff for entry positions in financial administration and customer service. In the rapidly changing and developing world of financial services the need for constant retraining and upgrading of skills is self-evident.

Ensuring the availability of a supply of skilled staff for the industry is an important part of Government policy. The development of specialist educational supports for the financial services sector, including both the creation of opportunities for the local community and more general provision of training and education, will enhance the Docklands Area as a hub for the further development of the industry in Ireland. The Authority is working with the National College of Ireland on several educational initiatives related to entry level employment, specifically the Schools Jobs Placement Programme. The College opened in the IFSC in 2002 and launched in 2003 the International Financial Services Institute aimed at the post-graduate and in-company education sector. Initiatives already in place will be built upon and new initiatives will be created by the Authority, State agencies, the professional educational institutions and industry with a view to:

- developing closer links between IFSC companies and institutions in the educational system, including institutions and facilities in the Docklands Area;
- providing a wider range of education and training supports on a co-operative basis between industry and the education system/FÁS;
- establishing specific educational supports and institutions for the financial services industry;
- anticipating emerging areas of need for skills in the industry;
- continuing to provide facilities for the training of potential and existing employees in areas of expertise and skills where there is a demonstrable need; and
- seeking, by liaison with the relevant schools in the Docklands, third-level institutes, the FSIA and others to equip the next



generation of Docklanders with the education skills and training to ensure that job opportunities at every level in the IFSC are open and accessible to local residents.

3.3 THE CHALLENGE

The challenge facing the IFSC is to maintain its competitive edge at a time of rapid economic, legislative and regulatory change allowing the industry to flourish and to continue to produce quality employment opportunities. As stated in the *Strategy for the Development of the International Financial Services Industry in Ireland*, to do so the international financial services industry in Ireland will need to:

- consolidate and build upon the positive image of the IFSC;
- enhance the co-ordination of the various representative structures for the industry; and
- continue to provide early inputs to the Government on relevant policy issues.

The Strategy identifies new challenges which will be required to be met at Government level in order to provide a supportive business environment for the industry in the context of EU policy constraints, which relate to:

- a competitive fiscal and legal framework reflecting EU and international conditions;
- an effective regulatory regime to ensure the continued high standing of the industry;
- the existence of structures which ensure that the international financial services industry can communicate its concerns to the relevant authorities and receive a coherent, supportive and rapid response; and
- mechanisms to project a coherent and positive image of Ireland as a financial services centre and location for foreign direct investment to the outside world.

The Strategy is based on 19 identified priorities. The priorities are wide-ranging and include, for example, the nomination of IFSC liaison officers in relevant Government departments and agencies, strategies for marketing Docklands as a financial services location, training/educational initiatives and the addressing of tax issues. The Government confirms the Docklands as the hub for the longer-term development of the financial services industry in Ireland. Front-office financial services companies will be encouraged to locate within the Docklands hub, close to the IFSC. The location of back-office activity elsewhere in Dublin or in the country will be facilitated, where necessary, to maintain competitiveness.

3.4 POLICIES

The Authority will:

- 1. facilitate the implementation of the Government's "Strategy for the Development of the International Financial Services Industry in Ireland";**
- 2. promote the development of office accommodation within the Docklands Area in accordance with the Master Plan to:**
 - a) secure the IFSC as a world-class city quarter, and**
 - b) ensure the long-term provision of office/service/housing accommodation to permit sustained organic growth of the financial services industry within the Docklands;**
- 3. promote, where possible, the development of secondary office accommodation for back-offices within the Docklands Area;**
- 4. promote the continued development of appropriate training and education, particularly at the NCI Docklands Campus, to meet the needs of IFSC service providers and the financial services industry generally;**
- 5. promote education and training for residents of the Docklands to ensure that job opportunities in the IFSC are open and accessible to local residents;**
- 6. work with IDA Ireland to assist in marketing Ireland as a financial services location, highlighting the particular locational benefit of Docklands for international financial services; and**
- 7. seek the provision of accommodation for non-IFSC companies whose presence in the Area is complementary to the financial sector of the economy.**

4.7.5 THE RIVER

The importance of the riversides cannot be overstated. Through their progressive development as public realm the whole character of the Area is changing. *The River Liffey Regeneration Strategy*, which aims for the comprehensive regeneration of the river for leisure and tourism, is based on its use for public amenity.

4.7.6 POLICIES

The Authority will:

- 1. provide for the development of any major building initiatives by Government which would act as significant tourist entertainment destinations;**
- 2. seek the development of a cluster of tourism facilities including hotels in the Grand Canal Dock area as well as hotels in the Point Village and on North Wall Quay;**
- 3. encourage development of small guest houses, tourist hostels and bed and breakfast activities, as a "bottom up activity" in suitable locations;**
- 4. seek the development of attractive restaurants, cafés, public houses and shops, particularly in the waterfront areas, to serve as part of the tourist infrastructure;**
- 5. encourage the development of fishing, sailing and rowing facilities on water bodies;**
- 6. continue to review the feasibility of providing a suitable terminal for cruise liners with Dublin Port as the number of visiting ships increases;**
- 7. promote the enhancement of existing leisure and sports facilities;**
- 8. seek to integrate Docklands with the city centre more fully by developing and enhancing connecting routes;**
- 9. explore the development of specific tourism projects which will encourage a more substantial tourism footfall in the Docklands;**
- 10. promote leisure and tourism in the water bodies in accordance with the River Liffey Regeneration Strategy;**
- 11. seek to exploit Custom House Quay (Stack A) as a major tourist destination both as a unique shopping, dining and event experience and because of its historic and architectural importance;**

12. seek the development of a National Conference Centre at the North Wall beside the Spencer Dock basin; and

13. seek the development of a sports/leisure use within the Area.

4.8 CULTURAL USES

4.8.1 OVERVIEW

The development of cultural uses in the Docklands has to date been slow. Unfortunately the demise of the City Arts Centre has been a blow to local arts development. However, the Point Depot remains a significant attraction and is the largest events and concerts venue in the inner city. The Area has become a centre for sound studios, music and film companies and is regularly used for film location work. Furthermore, the Authority has secured a number of sculptural pieces through the application of the 1% scheme where all its contracts contain an assignment of 1% for art objects.

4.8.2 DOCKLANDS POTENTIAL

The Area has much potential for the development of cultural uses. Docklands with its waterside settings and proximity to the city centre offers an opportunity for a major Government building initiative for arts-related facilities, such as a concert hall. The Liffey forms a natural conduit which could act as a corridor linking a chain of major cultural institutions starting at the Irish Museum of Modern Art (IMMA) at the Royal Hospital, Kilmainham, continuing with the National Museum at Collins Barracks, onto Temple Bar and into the Docklands. The Authority has reserved a site at Grand Canal Square for such a cultural building and there is also the prospect of providing the National Conference Centre at Spencer Dock. Custom House Quay (Stack A) will provide exhibition space for cultural uses.

The embryonic media and music industry has the potential to develop as a precinct of stature. Recently, the Authority held a design competition for the U2 landmark building on Britain Quay, which will provide recording studios on the upper floors.

The special living and working requirements of people employed in the arts should be recognised, and special housing typologies might be further investigated to encourage artists to live and work in the Area while expanding employment opportunities. The upgrading of craft industries, such as those found in the Craft Centre in Grand Canal Quay, will be encouraged.

The Authority will encourage the provision of sculpture and other three-dimensional arts to assist in transforming the image of the Area and give it a sense of identity.

Map 11 shows possible locations for cultural facilities.

4.8.3 POLICIES

The Authority will:

1. *seek to maximise the use of the exhibition space in Custom House Quay (Stack A) for cultural use;*
2. *encourage the consolidation or expansion as appropriate of existing cultural facilities;*
3. *encourage Government initiatives to locate major cultural centres or buildings in a waterfront area of the Docklands as part of a cultural corridor along the Liffey from the IMMA to The Point;*
4. *encourage the provision of public art in appropriate locations through the Area at an early stage;*
5. *encourage the development of residential/workshop accommodation which would attract artists and crafts people to live in the Area;*
6. *encourage the development of craft industries in the Area;*
7. *develop an arts and cultural strategy for Docklands which will draw from the cultural heritage of the Area and which will expand opportunities for residents and visitors to enjoy the arts and provide further energy to the regeneration of the Area; and*
8. *seek the development of a landmark arts/cultural/performance use at Grand Canal Square.*



4.9 RETAIL

4.9.1 CONTEXT

There has been an increase of 9% (4,098 sq.m) in the gross retailing floor area within the Docklands in the six years to 2002. Most of the new retailing floor area has been provided in IFSC II. The Custom House Quay (Stack A) project will provide a significant quantum of additional floor area (14,000 sq.m) which will be used for a variety of retailing and restaurant uses. There is a range of local/neighbourhood shops in the village centres, although the proximity of the city centre and the great variety of shopping that it offers, together with the existing size of population and its relatively low spending power, have to date inhibited the provision of a more diverse range of retailing found in other districts of the city. To date no supermarket has been provided within the Docklands. However, the future increase in population will generate demand for further retailing.

The *Retail Planning Guidelines for Planning Authorities* issued in 2000 highlighted that all development plans should include clear policies for retail development, which should facilitate a competitive and healthy environment for the retail industry. Policies should promote forms of development which are easily accessible – particularly by public transport – in locations which encourage multi-purpose shopping, business and leisure trips on the same journey. Development plans should be supportive of district

centres and retain the viability of town centres. The Guidelines placed a cap of 3,500 sq.m on the gross floor area of supermarkets in the Dublin area.

The *Greater Dublin Area Retail Planning Strategy* (2001) was prepared for Dublin and Mid-East Regions in line with the above Retail Guidelines and elaborated policies contained in the *Strategic Planning Guidelines for the Greater Dublin Area* (1999). The retailing requirements of Docklands cannot be viewed in isolation and retail policies must have due regard to the future provision elsewhere within Dublin City and Region. Dublin City attracts a large inflow of comparison goods (e.g. clothes, furniture) and a more modest flow of convenience goods (e.g. food) expenditure from the surrounding counties. Inward comparison expenditure is projected to increase by 114% to 2006 and a further 118% by 2011. For convenience retailing, the Strategy would support up to two new superstores in the Dublin City area, depending on growth rates. The surplus comparison expenditure by 2006 indicates substantial opportunity for additional floorspace in Dublin City. It is estimated that the city centre, including Docklands, could accommodate between 29,000 - 51,400 sq.m of comparison retailing floor area.

4.9.2 THE POINT VILLAGE

The Dublin Retail Strategy confirmed the district centre (Point Village) identified in the 1997 Master Plan. The Ministerial Retail Guidelines indicate that district centres can be 10,000-20,000 sq.m



Map 12 Land Use: Retail

in floor area and a recent consultant's report confirms that a centre of between 15,000 to 20,000 sq.m was feasible in the Docklands. Point Village could therefore accommodate mid-to-low order comparison goods, a superstore (more than 2,500 sq.m of gross floor area) or supermarket (less than 2,500 sq.m gross floor area), in addition to banks and building societies. In order to facilitate multi-purpose trips, these uses would be complemented by cinemas, offices, restaurants, public houses, recreational, educational, cultural and community uses.

It is centrally situated within the overall Docklands Area and is some distance from the city centre. In line with the Retail Planning Guidelines, the Point Village would be accessible by both road and quality public transport in the form of Luas and improved bus services. A restricted amount of parking would be required to serve the centre. The Docklands North Lotts Planning Scheme provides a more detailed planning framework for the centre. A retail impact assessment will be required for any Section 25 Certificate application for large-scale retail development at the Point.

4.9.3 NEIGHBOURHOOD SHOPS

The existing neighbourhood shopping centres perform a vital social and economic service to their communities and it will be important to protect them against any adverse affects from new retail developments. The scale of both new residential and commercial development should ensure that the customer base is expanded to sustain new retail shopping. The Planning Schemes and Area Action Plans identify further areas that are suitable for retailing. Mayor Street provides a focus for further retailing, particularly at Mayor Square and Station Square. Further neighbourhood retailing is proposed at Grand Canal Square and Hanover Quay. There is also scope for intermittent retailing uses along both River Liffey quays. Local neighbourhood retail uses should in general be encouraged at ground floor on main routes through the Docklands in order to secure vitality and security.

4.9.4 RETAIL WAREHOUSING

Retail warehousing is generally defined as a large single-level store specialising in the sale of bulky household goods such as carpets, DIY items, furniture and electrical goods, catering mainly for car-borne customers. A large amount of parking is usually required. The existing provision of retail warehousing in the Greater Dublin Area accounts for approximately 15% of comparison expenditure. The Retail Strategy for the Greater Dublin Area highlights that the degree of local under-provision and the proximity to planned larger retail parks should be taken into account in the assessment of proposals. Planning policy favours grouped retail warehouses rather than individual warehouses. The Planning Schemes and Area Action Plans do not make specific provision for retail warehouses and there are none specifically proposed as part of the Master Plan. However,



due consideration will be given to retail warehousing which has a specific relationship with the Docklands, such as those catering for building materials and recreational (e.g. boating, caravanning) activities.

4.9.5 SPECIALIST RETAIL DEVELOPMENT

Discount foodstores are generally between 1,000-1,500 sq.m of gross floor space catering for a limited range of goods and for a different retail market from superstores or supermarkets. They can effectively anchor smaller centres or local neighbourhood centres.

Factory outlet centres involve the grouping of outlets, selling branded products at discounted prices. They are dependent upon drawing visitors from a wide catchment area and often include tourists. Unless the sale of goods is incidental to an on-site manufacturing process, such retail developments will be treated as normal retail development and assessed accordingly.

4.9.6 POLICIES

The Authority will:

- 1. allocate an area for the development of a district centre, the "Point Village", at the eastern end of the North Lotts Area at the East Wall Road close to The Point with suitable off-street car parking;**
- 2. monitor the impact of new retail floor space on neighbourhood centres;**
- 3. encourage the development of local and/or corner shops in new residential and business areas;**
- 4. encourage the development of shops on main pedestrian routes to secure vitality and security;**
- 5. improve the environment of existing neighbourhood centres by ordering the surroundings with new paving, landscaping, street furniture and dedicated short-term parking bays; and**
- 6. have regard to the Retail Planning Guidelines for Planning Authorities in the assessment of any retail development proposals.**

4.10 VACANT SITES

Section 24(2)(b)(vii) of the 1997 Act requires the inclusion in the Master Plan of "proposals for a programme of development or redevelopment of derelict sites or vacant sites in the Dublin Docklands Area".

There are relatively few sites recorded by the strict criteria of derelict sites under the Derelict Sites Act. Therefore this classification does not give an accurate indication of the widespread nature of under-utilised sites in the Area.

Part 6.1 – Urban Design and Architecture – treats the issue of small-scale infill development in a generic manner. For larger sites the Authority provides specific proposals for redevelopment of vacant and derelict sites in the Planning Schemes and Area Action Plans.

The Authority has powers under Section 27 of the 1997 Act to compulsorily acquire land for the purposes of facilitating development. Furthermore, land may also be transferred from other statutory bodies to the Authority under Section 28 of the Act.

5

TRANSPORTATION & INFRASTRUCTURAL FRAMEWORK

5.1

TRANSPORTATION FRAMEWORK

- 5.1.1 Introduction
- 5.1.2 Platform for Change – Strategy 2000-2016
- 5.1.3 Movement Strategy
- 5.1.4 Public Transport
- 5.1.5 Roads, Traffic Management & Parking
- 5.1.6 Cyclists, Pedestrians & Mobility Impaired
- 5.1.7 Other Transportation Issues
- 5.1.8 Policies

5.2

INFRASTRUCTURAL FRAMEWORK

- 5.2.1 Introduction
- 5.2.2 Sewerage & Water Supply
- 5.2.3 Telecommunications
- 5.2.4 Electricity
- 5.2.5 Gas
- 5.2.6 Environmental Issues
- 5.2.7 Policies





5.1 TRANSPORTATION FRAMEWORK

5.1.1 INTRODUCTION

Transport demands both within and through the Area have increased significantly since 1997, owing to the general increase in economic activity, heavy goods vehicle (HGV) traffic associated with the Port and demands generated by new development within the Area itself. Traffic counts for the a.m. peak indicate that the number of vehicles actually decreased on key arterial routes through the Area between 1997 and 2001, although HGVs represented a higher percentage of those vehicle numbers. This reflects the decrease in the number of cars entering the city centre during the morning rush hour, with a greater number of trips now catered for on public transport. However, there is evidence of peak hour spreading and congestion during the off-peak period. In relation to major road infrastructure, the Port Tunnel is due to open in 2005 and East Wall Road between Tolka Quay Road and Sheriff Street will be also be widened at that stage. Macken Street Bridge has received statutory approval.

There have been improvements in public transport during Phase 1 of the Master Plan, as DART and suburban rail services have been upgraded, particularly with the opening of Grand Canal Dock Station, thereby supplementing the three previously existing stations in the Area, in addition to the extension of DART services to Malahide and Greystones. In the North Docklands the 53 and 53a services have been supplemented by the 90A and the "IFSC" bus promoted by the Authority. The 2 service has been added to the 1 and 3 serving the Ringsend area. A total of eleven bus services operate along the western boundary of the Area and these have been improved with the provision of a Quality Bus Corridor (QBC) through Fairview and along North Strand/Amiens Street. The westbound bus lane along Pearse Street now extends as far east as Macken Street. However, the enhancement of bus services elsewhere has proved difficult in advance of patronage and physical development. The Sandyford to St. Stephens Green and Tallaght to Connolly Luas lines are under construction with a completion date of 2003/2004.

Cycleways and pedestrian facilities have been improved throughout the Area and in particular along the campshires. The Authority held a design competition for a pedestrian bridge opposite Custom House Quay (Stack A) and construction is expected to commence shortly.

Section 24(2)(b)(i) of the 1997 Act stipulates that the Master Plan shall incorporate transportation proposals (including those in relation to pedestrians), consistent with the DTI Strategy or any strategy revising and updating that strategy. The original DTI Strategy has now been reviewed and the DTO has published the *Platform for Change – Strategy 2000-2016*. It must however be

emphasised that the Authority has little or no direct control over the timing or the delivery of major transportation infrastructure and services, as it is neither a transport/roads authority nor a transport operator.

5.1.2 PLATFORM FOR CHANGE – STRATEGY 2000-2016

The Strategy is an integrated transportation plan for the Greater Dublin Area. It envisages a significant modal shift from private car to public transport, which would cater for 85% of trips to the city centre by 2016.

The principal elements of the Strategy, as they relate to the Area, are as follows:

PUBLIC TRANSPORT

- **Interconnector/Suburban Rail** – Construct an Interconnector rail link between Heuston Station and East Wall with a possible station at Spencer Dock, which would allow for through running from the Kildare to the Maynooth and Dundalk lines.
- **Luas** – Extend Luas from Connolly Station to the Point Depot with a completion date of 2006. It is further proposed to construct a line from Lucan to the Docklands via South Circular Road, crossing the River Liffey at the new Macken Street Bridge and connecting with the North Docklands line at Guild Street. This would have a completion date of 2010.
- **Metro** – Upgrade Luas Line B to Metro, including an underground section in the city centre and serving the Airport. This would be completed by 2010. The Rail Procurement Agency (RPA) is currently considering route alignment options.
- **Bus** – Extend the Quality Bus Network (QBN) and Quality Bus Corridors (QBCs). Orbital routes are indicated in the North and South Docklands.
- **Integration** – Provision of park & ride at strategic locations where the national road network meets the public transport networks. Integrated ticketing will be finalised.

ROADS, TRAFFIC MANAGEMENT & PARKING

- **Dublin Port Tunnel** – To be completed by 2006 and tolled as a traffic management measure. The widening of the East Wall Road between Tolka Quay Road and Sheriff Street is an associated project.

- **Eastern By-Pass** – To be completed by 2010.
- **Macken Street Bridge** – To be completed by 2004.
- **Traffic Management** – Complete the strategic cycle network, enhance pedestrian facilities, prepare a regional freight study for Dublin Port and develop traffic cells for the city centre.
- **Parking** – Parking policies and standards to provide a competitive advantage for public transport.

5.1.3 MOVEMENT STRATEGY

Based on the Authority's remit and taking into account the DTO's strategy, the objectives of the transportation proposals are as follows:

- **Sustainable Transport:** Promote, using traffic and demand management measures, the use of public transport as a practical alternative to car-based travel within and through the Area to achieve the DTO Strategy 2000-2016 modal split targets in favour of public transport.
- **Public Transport:** Prioritise the early provision of an integrated public transportation system to meet the needs of the existing and future working and resident population and of visitors.
- **Permeability:** Develop solutions, within the framework of the DTO Strategy 2000-2016, to the traffic issues arising in the Area and promote improvements in the transport system which will facilitate greater access to, and improved circulation within, the Area, thereby opening it and the Bay area to the wider city population.
- **Environmental Impact:** Reduce the adverse environmental impact of traffic within the Area by seeking to reduce congestion, promoting the use of sustainable modes of transport and creating environmental traffic cells.
- **Integration of Transport Modes:** Ensure that public transport modes are inter-linked by pedestrian connections for efficient interchange between DART, Luas, bus, suburban rail, mainline rail, car and taxi services.
- **Cyclists and Pedestrians:** Provide for, and promote the use of, a dedicated and safe network for cyclists and pedestrians throughout the Area, linked to Dublin City Council and DTO routes.

5.1.4 PUBLIC TRANSPORT

Suburban Rail and DART

The *Strategic Rail Review* (2003) highlights that the proposed Interconnector linking the Belfast/Sligo lines with Cork/Limerick/Galway lines is, in the long term, important in providing the mass public transit system desired to serve the Docklands Area and the Dublin Region as a whole. The Authority, therefore, fully endorses this proposal. Iarnród Éireann has commissioned a study into the alignment of the Interconnector, with the possible location of an underground station in the vicinity of the former passenger rail station (LMS Building) at North Wall. Alignment selection is critical in allowing early phases of development in the vicinity of the Interconnector and the Authority will work closely with the agencies involved. The Docklands North Lotts Planning Scheme provides urban design guidance in relation to development around the interchange.

The Rail Review also advocates the provision in the medium term of a terminal station at Spencer Dock, which would accommodate trains on the Maynooth line from Mullingar and beyond without using central track capacity into Connolly Station. Careful consideration needs to be given to the precise location of this terminal station, having regard to future development within the vicinity, integration with Luas services and the preferred alignment of the Interconnector.

Luas

The RPA is currently assessing route alignment options and preparing an Environmental Impact Statement (EIS) for the extension of the Luas line from Connolly Station to the Point Depot. The Authority is currently applying development levies to fund its construction. All options include an alignment along

Mayor Street to the east of Commons Street and the reinstatement of this Street across Spencer Dock will be essential. The construction of this Luas extension at an early stage, prior to development of sites, would ensure that it acts as a tool for regeneration, stimulating early redevelopment in the North Lotts area. State funding would also be required.

The proposed Luas line from Harcourt Street would have a significant role in improving accessibility and enhancing public transport to the Area. This would have the advantage of connecting much of the Dublin 2 office area with the Docklands, in addition to significantly improving accessibility from the Sandyford/Dundrum/Ranalegh area, and would allow through running from Tallaght to Sandyford. The Authority strongly advocates that the link between Harcourt Street and Guild Street be provided in the short to medium term.

The 1997 Master Plan promoted the provision of a Luas Line in the South Docklands to Poolbeg, via the Grand Canal Dock. This line has not been included in the DTO Strategy. However, its future provision may have to be reviewed if a stadium or similar facility is provided on the Poolbeg Peninsula.

Bus

While additional bus capacity serving the city centre and the western and southern parts of the Area has been provided within the last five years, the enhancement of a commercial bus service for the North Docklands in advance of physical development and patronage has proved difficult. The DTO Strategy proposes orbital city QBC routes running in a north/south direction and utilising the East Link and Macken Street Bridges. Dublin Bus recently commissioned a feasibility study of a QBC between the city centre and the ferry terminal in the Port, which



Map 13 - Combined Main Transport Infrastructure

also considered options for serving East Point Business Park and Clontarf. In addition, Dublin Bus is also proposing a bus interchange to the rear of Connolly Station on Sheriff Street and this provides the opportunity to enhance local services.

The Authority is not the public transport operator for the Area. However, it can have a role in promoting and co-ordinating services, and supplementing them where necessary. The Authority's strategy in relation to bus transportation, which reinforces DTO/Dublin Bus objectives, seeks to:

- (i) promote the incremental extension of key services on existing radial routes currently terminating at Eden Quay, Aston Quay, etc., to terminate in the North Lotts and Grand Canal Dock areas;
- (ii) promote the extension of QBCs into the North Docklands to serve East Wall, East Point and the ferry terminal at Dublin Port;
- (iii) facilitate the extension of a QBC along Pearse Street/Ringsend Road, and restrict access to the potential new bridge across the Dodder between Sir John Rogerson's Quay and York Road to public transport, pedestrians and cyclists only;
- (iv) promote a north-south QBC through the Area upon the completion of the Macken Street Bridge; and
- (v) facilitate the introduction and enhancement of local bus services in the North Docklands, particularly the 53A, and in the South Docklands linking the residential and business communities.

5.1.5 ROADS, TRAFFIC MANAGEMENT & PARKING

Roads

Strategic Road Network

The Authority supports the provision of the Dublin Port Tunnel, the associated widening of the East Wall Road (Tolka Quay to Sheriff Street), the provision of the Macken Street Bridge and the Eastern By-Pass. All of these projects are contained in the DTO's document - *A Platform for Change, Strategy 2000-2016*. The Port Tunnel will facilitate the removal of HGVs from the Area and is essential for the continued prosperity of the Port. The Macken Street Bridge will allow improved linkages between the North and South Docklands and facilitate the improvement of public transport.

In relation to the Eastern By-Pass, the vertical and horizontal alignment of the motorway through the Docklands Area has not yet been finalised and a statutory EIS has yet to be prepared. Three options have been identified by the National Roads

Authority (NRA):

- *Option A1* – At grade or grade separated along the line of East Wall Road, with a bridge over the Liffey and the potential for a uni-directional (i.e. access to/from south only) Southern Port interchange on the Poolbeg Peninsula adjacent to the Irish Glass Bottle Company site.
- *Option A2* – Continuous tunnel from the end of the Dublin Port Tunnel under the Poolbeg Peninsula without a Southern Port interchange. This is the NRA's preferred option.
- *Option A3* – High level bridge across the Liffey within the Port area, again without a Southern Port interchange.

Option A1, which includes a Southern Port interchange, provides the opportunity to significantly improve access to the Poolbeg Peninsula thereby facilitating leisure, recreational, low to medium employment generating uses and utilities. However, a careful balance needs to be struck between improving the strategic road accessibility to the Poolbeg Peninsula and avoiding congestion on the local road network, which would result from unrelated city centre bound commuter traffic passing through the Docklands. Traffic management measures associated with the Eastern By-Pass are considered in further detail below.

Local Road Network

A number of specific local road proposals within the Area are required to facilitate local movement. The Authority will seek to ensure that the policies contained in the Dublin City Development Plan facilitate the provision of the following road proposals:

- (i) *Mayor Street* (Guild Street to New Wapping Street) – This is required to facilitate the extension of Luas and its use should be restricted to public transport and local access only, with a prohibition on through traffic movements.
- (ii) *Misery Hill* – This will be reinstated as part of the Grand Canal Dock redevelopment.
- (iii) *Poolbeg Local Distributor Roads* – A realignment of the original Master Plan distributor road at Poolbeg is required to reflect the realigned open space zoning, and a further road along between the Irish Glass Bottle Company site and Seán Moore Park would provide appropriate local access to new development and recreational areas on the Peninsula.
- (iv) *Dodder Bridge from Britain Quay to York Road* – This will be restricted to use for public transport/cyclists/pedestrians, which would only require a single carriageway width, plus provision for pedestrians/cyclists. General car vehicular access will not be permitted to ensure the bridge does not become a through route for traffic between the national primary road/motorway network to the east and the city centre to the west.

Traffic Management

Environmental Traffic Cells (ETC) and Traffic Calming

Dublin City Council has over the last ten years provided a network of ETCs within the inner city, as defined by the area falling within the canal ring. The ETCs seek to reduce through traffic within designated areas to allow for improved pedestrian, public transport and cycle movements. The Authority will facilitate the extension of the ETC network into the Area. Further details are provided in Planning Schemes and Area Action Plans.

Closure of East Road to through traffic, which is a traffic management measure associated with the Port Tunnel, would have significant beneficial effects upon the immediate area and would allow for the creation of an ETC and bus priority measures in East Wall.

The River Liffey Regeneration Strategy advocates the enhancement of the pedestrian environment at the Quay in front of the Custom House. This proposal should be developed in conjunction with Dublin City Council, having regard to the construction timetable for both Luas and the Port Tunnel.

Heavy Goods Vehicle Traffic

While a high proportion of Port-related HGV traffic will use the Tunnel (approximately 70%), there will remain a residue of HGV trips that will have a destination in the city centre or southern suburbs that will not use it. Dublin City Council proposes to introduce a commercial vehicle permit system for HGV movements in the city centre (possibly defined as the canal cordon) following the opening of the Tunnel. This will have a positive effect on the Docklands and is strongly endorsed by the Authority.

Commuter Traffic

The high capacity Dublin Port Tunnel will provide an attractive route for traffic bound for the city centre and the south city. This traffic will have to pass through the Docklands Area and will have a particular impact upon East Wall Road, North Wall Quay and the Ringsend/Irishtown area. This has the potential of reversing the benefits of removing HGVs from the Area. However, a tolling scheme will be in place for the Tunnel to deter peak hour commuter traffic. As similar considerations apply to the Eastern By-Pass, an extension of the tolling regime to the Eastern By-Pass would be appropriate. The Authority therefore endorses the tolling of the Port Tunnel/Eastern By-Pass as a traffic management measure.

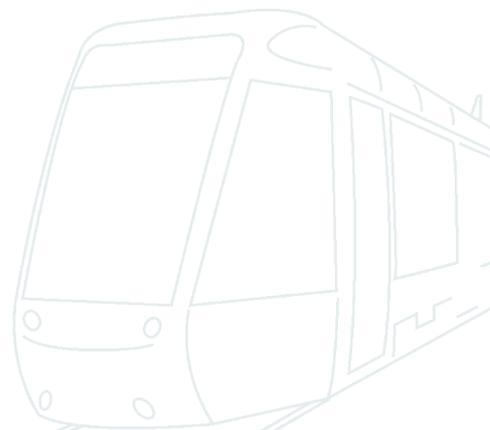
Parking

On-Street Parking Control

With further development in the Area, on-street parking control will have to be extended to deter commuter parking and protect parking for local residents and short-term visitors. This is ultimately the responsibility of Dublin City Council, acting as roads authority for the Area.

Off-Street Parking Standards

Current analysis suggests that parking standards permissible under the 1999 Development Plan are excessive relative to the



quantum of development proposed in the Area and the carrying capacity of the road network. The Planning Schemes for the Grand Canal Docks and North Lotts areas apply slightly stricter standards than the Dublin City Development Plan 1999. The Planning Schemes allow for a review of the standards within a two-year period. Residential standards in both Planning Schemes are 1 space/2-bed + units and 1 space/two 1-bed units; and between 1 space/200sq.m and 1 space/400sq.m of commercial floor area. A review of the Development Plan standards needs to be undertaken in conjunction with Dublin City Council and the DTO.

Short-Term Multi-Storey Car Parking

A 700-space car park at the Point Village is proposed in the Docklands North Lotts Planning Scheme. It would provide short-term parking for the Point Village. Parking charges should be structured to deter long-term parking by commuters and any Section 25 Certificate relating to this facility should include a condition covering this matter. The recently completed 150-space car park at Grand Canal Square will cater for local short-term demand.

Park & Ride

Transferring trips from car to public transport before they pass through the Area would have significant beneficial effects upon the Docklands. The completion of the Dublin Port Tunnel and Eastern By-Pass provides an opportunity to promote the provision of a park & ride scheme. Such a facility may be bus-based, with the parking element located outside the Area at the northern end of the Port Tunnel, or the southern end of the Eastern By-Pass. Further feasibility studies, in conjunction with the DTO, would be required.

Temporary Surface Car Parks

The Dublin City Development Plan 1999 allows for temporary off-site surface car parking for new development in advance of public transport provision. This however allows for an undesirable pattern of car use to be established and it is no longer considered necessary as an incentive for development.

5.1.6 CYCLISTS, PEDESTRIANS & MOBILITY IMPAIRED

Networks and Facilities

A comprehensive cycling network has been identified and is shown on Map B. This links with the Dublin City Strategic Cycle Network and with the DTO proposals for cycleways. Ultimately the network will facilitate linkage between the north and south quays. The Sutton to Sandycove cycle/pedestrian route would pass through the Area and would serve both a commuting and a recreational purpose. Pedestrian movements will be encouraged throughout the Area and details are provided in the Planning Schemes and the Area Action Plans.

A policy of providing dropped crossings at junctions and tactile

paving at controlled road crossings should assist pedestrian movement in general. These facilities will also provide safer crossing locations for the mobility and visually impaired. The Authority will, in conjunction with Dublin City Council, carry out an audit of facilities for the mobility impaired in the Area, with a view to formulating an action plan to address any deficiencies. During all phases of the Docklands redevelopment, appropriate numbers of cycle stands in accordance with the standards outlined in the Planning Schemes and Area Action Plans should be provided at key locations.

Pedestrian Bridges

In addition to the bridges detailed in previous sections, the following pedestrian bridges are proposed and the Authority will seek to ensure that it is the policy of the Dublin City Development Plan to facilitate their provision:

- (i) *Liffey bridge from Forbes Street to North Wall Quay.*
- (ii) *Liffey bridge from Lombard Street to Custom House Quay.*
- (iii) *Dodder bridge from the Gravings Docks to Thorncastle Street.*

This bridge would be subject to agreement with property owners on landing positions and rights of way.

Consideration will be given at the design stage on how, and if, cyclists are permitted to use the bridges, having regard to the phasing of other bridges in the Area and the development of the cycle network.

5.1.7 OTHER TRANSPORTATION ISSUES

Transportation Interchange and Integration

There is a need to facilitate interchange between bus, rail and Luas at Station Square, the Point Village and Connolly Station.

A Mobility Management Plan (MMP) is a demand management technique aimed at reducing the need for travel. MMPs are principally aimed at end users/employers and will be required for larger commercial development proposals.

Dissemination of information on transportation services is principally a matter for the relevant transportation agencies, although the Authority could assist.

Rail Freight

Iarnród Éireann vacated the existing rail freight depot at North Wall in December 2002 to allow for redevelopment at Spencer Dock. The company has made some investment in new facilities to the north of Sheriff Street, which allow 85% of former North Wall container volumes to be handled. The Strategic Rail Review recommends that, pending the development of Government policy, Iarnród Éireann should continue to operate profitable elements of the rail freight business, but that no major investment should be made without a full economic evaluation.

Heliport

To facilitate transport into and out of the Area, a heliport, or helipad, should be considered.

Water Taxi

The Authority has initiated a pilot project to assess the feasibility of a water taxi service between Custom House Quay and Temple Bar. The provision of this service will be kept under review during the period of the Plan and the service extended, if appropriate.

Cruise Liner Terminal

The number of cruise liners visiting Dublin Port has increased over the last number of years. Smaller ships can navigate as far upstream as City Quay, providing easy access to the city centre. Provision should be made to accommodate such visits and the Authority will liaise with Dublin Port, particularly in relation to any facilities that may be required to enhance such visits.

Bridge Design

Rail bridge clearances at Sheriff Street and East Wall Road have been improved over the last five years to allow for the passage of higher vehicles. A number of other bridges in the Area do not meet current height standards and consideration may be given to increasing height clearance in some instances. However, it may be appropriate in some cases to retain existing bridge clearances to discourage HGV traffic.

New bridge crossings over water bodies should not pose a restriction on boat traffic and the Authority will promote the provision of lifting or swinging sections on all new bridge crossings if adequate clearance cannot be provided otherwise.

New bridges can have a dramatic visual impact and if well designed can endow the Area with significant landmarks. The promotion of competitions for the design of such bridges will be beneficial to achieving such qualities.

5.1.8 POLICIES

The Authority will:

1. *seek the extension of Luas from Connolly Station to the Point Depot by 2006 and from Harcourt Street to Guild Street by 2010, in accordance with the timescale outlined in the DTO Strategy 2000-2016;*
2. *promote the development of the underground Interconnector and Docklands Station within the timescale outlined in the DTO Strategy 2000-2016;*
3. *promote the penetration of commuter bus services into the Area through the extension of the Quality Bus Corridor network on North Wall and Pearse Street with services linking across the Macken Street Bridge, in addition to the extension of city radial routes to the Area, in consultation with bus operators and the DTO;*
4. *promote the expansion of regular bus services into the Area in line with the progressive development of the Area, employing temporary service arrangements in the model of the IFSC business bus, in advance of full services where necessary to meet occupier needs;*
5. *seek to ensure that local communities are served by adequate bus services;*
6. *minimise the penetration of the Area by private cars through a variety of traffic control measures and selected road infrastructure;*
7. *liaise with the NRA, the DTO, the Dublin Port Company and Dublin City Council in the preparation of the EIS and route selection of the Eastern By-Pass proposed under the DTO Strategy 2000-2016 and the Dublin City Development Plan 1999 and promote the provision of a Southern Port Interchange;*
8. *support the tolling of the Dublin Port Tunnel and the Eastern By-Pass as a traffic management measure and to deter car commuting during the peak period, while facilitating HGV traffic;*
9. *ensure that existing transportation modes are inter-linked by pedestrian connections, and facilitate efficient interchange between modes, particularly between DART, mainline rail, suburban rail, Luas, buses, taxis and cars;*
10. *review parking standards in conjunction with Dublin City Council and the DTO;*
11. *promote the provision of public car parks at key strategic locations, including the Point Village, for short-term shopping, leisure and business use with a pricing structure to deter commuter use;*
12. *secure the reinstatement of Mayor Street between New Wapping Street and Guild Street ensuring that the canal crossing is not a through route and is primarily reserved for public transport, cyclists and pedestrians or traffic dedicated to the proposed National Conference Centre;*
13. *promote, in collaboration with Dublin City Council, the management of traffic and the environmental enhancement of the Custom House Quay in front of the Custom House;*
14. *support the provision of a dedicated network of routes for cyclists and pedestrians throughout the Area linked to citywide networks and seek the creation of a safe environment for pedestrians, cyclists and vehicles, including the provision of safe routes to school;*

15. *facilitate the implementation of the Sandycove to Sutton proposal for a continuous pedestrian and cycle route along Dublin Bay as it passes through Docklands;*
16. *support all appropriate measures, particularly those of Dublin City Council as Roads Authority, that will reduce the impact of heavy goods vehicles in the Area;*
17. *liaise with the DTO and the Rail Procurement Agency in respect of the selected alignment for the proposed Metro linking the city centre, the Docklands and the airport;*
18. *promote the provision of height clearance to current standards, where practicable and appropriate, on rail over-bridges;*
19. *promote the provision of lifting sections or swinging sections for all future over-water bridge crossings and closed air drafts appropriate to permit small leisure craft;*
20. *promote the objective of achieving the highest visual and engineering design standards for all new bridge crossings. In collaboration with other agencies, promote the concept of achieving a signature urban design quality for such bridges to endow the Area with landmarks;*
21. *propose the development of a road lighting specification, in conjunction with Dublin City Council and the ESB, which would enhance the Area in architectural and urban design terms;*
22. *promote, in collaboration with Dublin City Council, a programme of traffic-calming measures in residential areas and the completion of the network of environmental traffic cells;*
23. *promote measures to ensure that the mobility impaired can safely and fully participate in the transportation network of the Docklands and undertake an audit of facilities and prepare an action plan to address any deficiencies identified;*
24. *require suitably dimensioned wayleaves to accommodate public transport;*
25. *promote the provision of safe parking and storage of bicycles and mopeds throughout the Area;*
26. *examine the feasibility of providing a helicopter landing pad on the Poolbeg Peninsula;*
27. *collaborate with Dublin Port to promote the provision of adequate boating and on-shore facilities for cruise liners and promote a water taxi service;*

28. require the submission of mobility management plans for all commercial developments on sites over 0.2 hectares (0.5 acres) in the Area; and

29. optimise the use of the public transport system within the Docklands Area through the provision of timely and easily accessible information about the system, and maximise the accessibility for all who live and work in the Area to everyday facilities.

5.2 INFRASTRUCTURAL FRAMEWORK

5.2.1 INTRODUCTION

Provision of adequate general infrastructure in the Docklands is critical to the development of the Area. Dublin City Council, statutory telecommunications bodies, Bord Gáis and the ESB have progressively and incrementally improved infrastructure within the Area over Phase I of the Master Plan.

The objectives relating to the general infrastructure are as follows:

- Early investment in physical infrastructure is required to ensure adequate capacity to accommodate the quantum of development envisaged by the Master Plan.
- Ensure, in as far as possible, a feasible security of supply.
- The delivery of the required infrastructure will require a variety of different funding mechanisms and sources.

5.2.2 SEWERAGE & WATER SUPPLY

The new sewage treatment plant at Ringsend, which was commissioned in early 2003, will provide for the needs of Area and region. It forms part of the Dublin Bay Project aimed at improving water quality in the Bay area and is the largest such project in Europe. The Planning Schemes and Area Action Plans identify a number of deficiencies in the foul and surface water drainage infrastructure of the Area. Dublin City Council, which has statutory responsibility for sewerage, surface water drainage and water supply, is currently undertaking a Drainage Area Plan for the Docklands. The principal drainage schemes required to facilitate development are:

- New rising main and pumping station from North Wall to the Ringsend Treatment Plant. This is essential to allow for development in East Wall and North Lotts area.

- Relocation of the outfall from the Grand Canal Dock basin to the River Liffey.
- Enhanced sewerage and water supply networks, particularly on the northern side of the Liffey and on the Poolbeg Peninsula.

The Authority will, where appropriate, through its levy contribution schemes assist in funding this necessary infrastructure.

5.2.3 TELECOMMUNICATIONS

In order to facilitate the Area's development as an e-Commerce hub, the availability of an advanced telecommunications network is essential. This will reinforce the role of the services sector, which is expected to provide over 80% of the employment opportunities in the Docklands. The impact of broadband communications, capable of carrying voice, data, images and sound, will be far-reaching. The development of multi-media content and the internet has provided opportunities in software, sales, financial services and customer services. Together they offer new working patterns, opportunities for education, training and new home and leisure activities. A report commissioned by the Authority in relation to telecommunications in the Docklands identifies existing deficiencies and projects future demands. The Authority will need to work in conjunction with the service providers in developing the appropriate network in the Area.

5.2.4 ELECTRICITY

The recently completed Combined Cycle Gas Turbine (CCGS) power plant at Ringsend, combined with output from the gas/oil Poolbeg Generating Station, produces a total of 1,420MW,

which is equivalent to 35% of the national output. There are existing wayleaves on the Poolbeg Peninsula which restrict development potential. The Docklands Area is well served by an extensive cable network, virtually all underground. The ESB advises that the resources are available and the underground duct work is mostly in place to serve the foreseeable requirements for development in the Area. A 110KV station is required on either side of Liffey. Further investment in the electricity network will be made as demand arises and the cost will be borne by capital charges to major users and connection charges to individual consumers. The recent deregulation should lead to a more competitive electricity market, particularly for larger users and the new CCGS station at Ringsend is the first in a new breed of post-deregulation power plants.

5.2.5 GAS

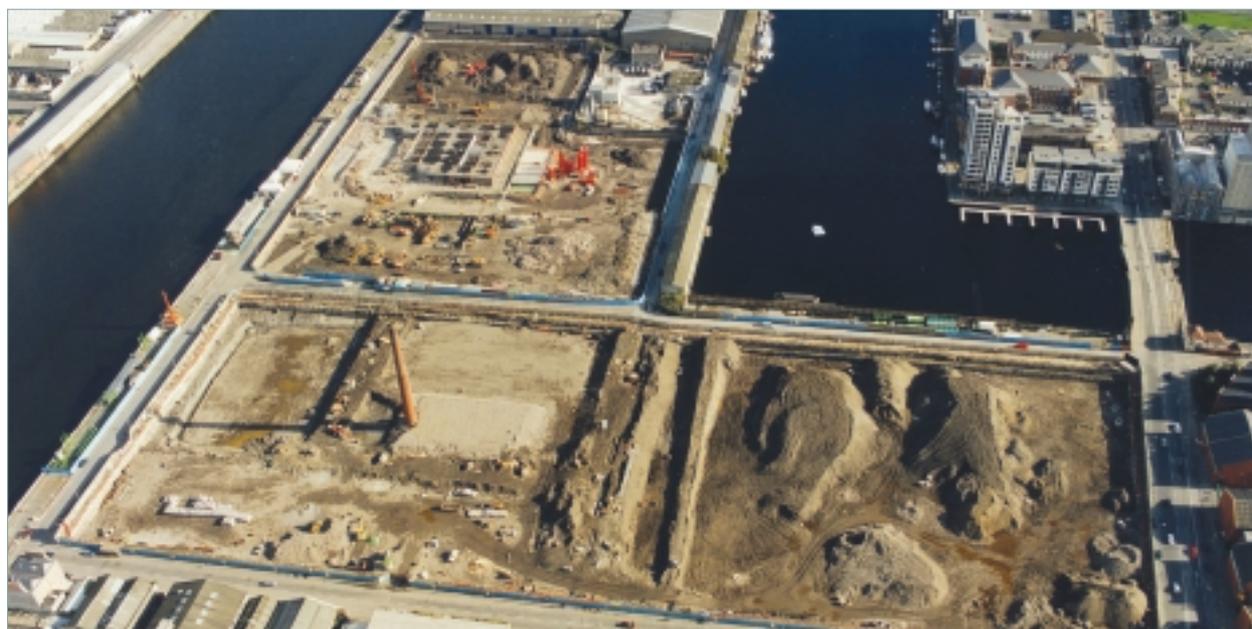
The natural gas network in the Docklands Area is extensive and gas usage is considerable. The current network is adequate for anticipated developments.

5.2.6 ENVIRONMENTAL ISSUES

Energy Conservation

The *National Strategy for Sustainable Development* (1997) identifies energy as a key strategic sector. Within the sector the maximisation of generation efficiency, sustainable design, energy conservation and the minimisation of greenhouse gases are seen as key elements of a sustainable energy policy.

An opportunity exists for the recovery of waste heat from utilities on the Poolbeg Peninsula. In particular, the proposed Waste to Energy Plant could recover large amounts of energy in the form of both electricity and heat. Dublin City Council is currently



considering the development of a district heating system in Ringsend and other parts of the Area. Future developments on both the peninsula and in the wider Docklands Area would be ideally located to benefit from such a district heating scheme in the event of that project proceeding.

All development proposals should seek to achieve the highest levels of energy efficiency in their layout, orientation and façade treatment. This should follow established principles of green design which seek to reduce energy loss.

A Combined Heat and Power (CHP) plant has been provided in IFSC II and the Authority will encourage their provision elsewhere in the Area.

Remediation

Much of the land within the Area has been created through reclamation by infilling over a period of the time. There is a range of potential contaminants within the fill, ranging from relatively inert builders' rubble to cinders, ash, decomposable and hazardous wastes. Any contaminated land will require appropriate remediation and it may be that a licence under the Waste Management Act, 1996 will be required. The development of some sites may require design against landfill gases.

Flood Defences

The floods of February 2001 illustrated that the Docklands Area is prone to flooding, owing to its location at the mouths of the Rivers Dodder, Liffey and Tolka. The impacts of climatic change are likely to result in increased sea levels and higher annual rainfall. Dublin City Council is currently undertaking an assessment of drainage and river flood defence requirements for the Dublin area, which will include policies on climatic change. A further separate study is being undertaken on sea defence requirements. The Authority will liaise with the agencies involved in the preparation of these studies and will take into account the reports' recommendations when implementing Master Plan objectives.

Waste Management

The Dublin Waste Management Plan was prepared pursuant to the Waste Management Act 1996 and adopted in 1998 by the four Dublin local authorities. It provides a framework for minimising the harmful effects of waste, encouraging recycling and ensuring that any waste that is disposed of is done without causing any environmental pollution. The Waste to Energy facility at Poolbeg is proposed as part of that plan. In addition, the Authority will co-operate with Dublin City Council in identifying suitable "bring centre" sites required for the source separated collection of waste for both domestic and commercial uses.

5.2.7 POLICIES

The Authority will:

- 1. in consultation with the ESB and Bord Gáis, seek to resolve any major supply and distribution difficulties which may be encountered in the Area;**
- 2. support the elimination of the discharges from the outfall of the Greater Dublin drainage sewer from its present location in the inner basin of the Grand Canal Dock;**
- 3. secure the provision of an advanced telecommunications infrastructure throughout the Area;**
- 4. keep under review, in co-operation with the ESB and Dublin City Council, the potential of recovery and distribution of waste heat from the Poolbeg Power Station and any Waste to Energy Plant which may be developed and consider the possibilities for Combined Heat and Power facilities, as part of an overall energy conservation programme for the Area;**
- 5. ensure a co-ordinated approach is taken by utility companies and contractors to the installation of infrastructure;**
- 6. co-operate with Dublin City Council as sanitary authority in ensuring that the water supply and drainage systems are upgraded to meet the requirements of the additional physical development; and**
- 7. have regard to the Dublin Waste Management Plan 1998 and its objectives of preventing and minimising waste, maximising recovery through recycling and ensuring that such waste that cannot be prevented is disposed of without causing environmental pollution.**

6

CIVIC DESIGN FRAMEWORK

6.1 URBAN DESIGN & ARCHITECTURE

- 6.1.1 Introduction
- 6.1.2 Guiding Principles
- 6.1.3 Policies

6.2 CONSERVATION

- 6.2.1 Introduction
- 6.2.2 Conservation of Selected Areas
- 6.2.3 Urban Design & Building Conservation
- 6.2.4 Streetscape & Building Pattern
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6.3 OPEN SPACE, LANDSCAPING & AMENITY

- 6.3.1 Introduction
- 6.3.2 Design Criteria for Open Space
- 6.3.3 The Existing Parks
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- 6.3.7 Community Greening Initiative
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6.1 URBAN DESIGN & ARCHITECTURE

6.1.1 INTRODUCTION

Urban design deals with the ordering of physical development to create a three-dimensional articulation and form to the streets and open spaces that make up the city. The primary focus of this section of the Master Plan is on built form, but the Authority also recognises the critical dimension that use brings to the enlivening of streets and urban spaces.

The Docklands is not a homogenous area with a coherent overall visual built form: it contains areas of individual vernacular character, as well as many areas characterised by visual disorder with little sense of three-dimensional containment. Map 15 shows areas of distinctive character. Two-storey domestic-scale buildings can be found among large warehouse complexes which, in turn, can be bounded by vacant freight yards and railway embankments. Although there are significant buildings of historical or architectural character throughout the Area, only a few of these provide visual points of reference about which to orient a coherent urban design approach.

Nonetheless, the diversity of scale and character can be seen as a resource to be celebrated, and the urban design framework should reinforce this diversity. Underlying this three-dimensional diversity and/or disorder are a number of strong plan form generators.

The River Liffey is the great “form giver” of the city. Its confluence with the bay and the problems created for navigation and shipping were the great determinants of land form as we see it to-day. The containment of the river by means of the north and south quays and North Bull Wall and Great South Wall created a channel from the old Port to deeper water, and this in turn resulted in land reclamation between the quay walls and the former north and south foreshores. A simple orthogonal grid pattern of streets and city blocks was laid out in the early eighteenth century on this reclaimed land and this can be seen in its purest form in the North Lotts area laid out initially in 1717.

The next great determinant was the construction of the Grand and Royal Canals and their dock basins. This was followed by the superimposition of the railways for both goods and passenger movements, mainly in the middle of the nineteenth century. The railway interventions and, to a lesser extent, the canals had a truncating effect on the Area. Actual physical development to some degree obliterated the underlying street grid over the centuries.

The next important determinant was the reclamation of part of the bay to create the Poolbeg Peninsula which now accommodates significant public utility users, i.e. the ESB generating plant and the Dublin City Council sewage treatment works.



Map 14 Historical Map

These form-givers provide the basic blueprint for the development of Docklands and they provide, in the case of the orthogonal layout and water bodies, a wonderful framework upon which to order this new quarter of the city. It is fortuitous that the main areas in need of urban renewal are those areas most associated with the orthogonal plan form and the water bodies. There is an opportunity to build a new expression of the city firmly rooted in a historic plan which lends itself to the requirements of a modern city in terms of pedestrian and vehicular movement, clarity, rational programming and "buildability". It also has an inherent flexibility.

The Authority is mindful of the history of urban design frameworks being either too dogmatic or too flexible. The Master Plan does not attempt to prescribe in detail the urban design approach for each component area of the Docklands. Redevelopment will be the product of many different urban designers, architects,

engineers, developers and administrators. At the same time, however, the Master Plan recognises that future investors require a degree of certainty in respect of development works and the sequence of those works. The Authority therefore proposes that the urban design policy for the Area be articulated largely in the form of guiding principles which are reflected in the approved Planning Schemes and Area Action Plans.

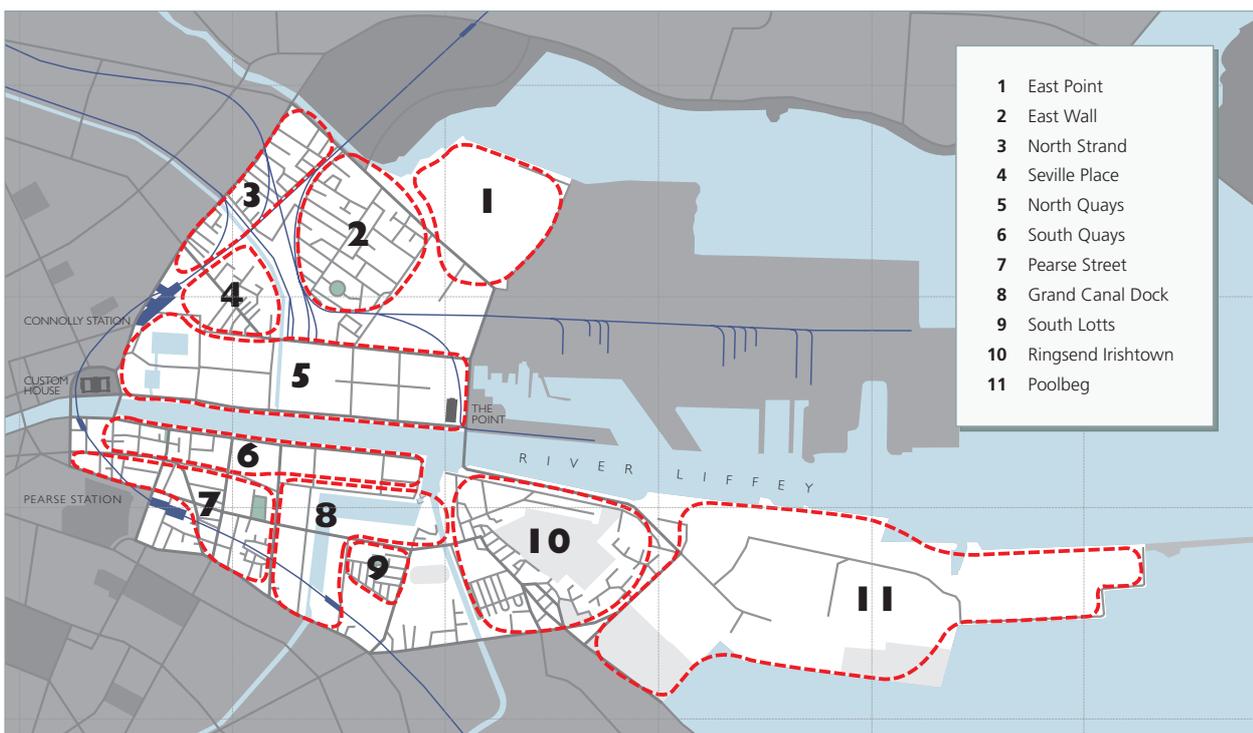
A number of policy documents on architecture have been recently issued. *Developing a Government Policy on Architecture: A Proposed Framework and Discussion of Issues* (1998) provided a basis for the program *Action on Architecture 2002-2005*. These policy documents are reflected in the guidelines outlined below.

6.1.2 GUIDING PRINCIPLES

Context

The context of an area refers to its existing layout, form, content and fabric. Each has its own essential characteristics reflective of its time, economy and the culture of its builders and inhabitants. Designers will be required to identify and recognise the essential elements of quality which determine the character of an area, and then reinforce, exploit or develop it in new developments. This could include the retention of a particular street pattern, the conservation of critical building elements, the exploitation of characteristic views, or the sensitive introduction of complementary uses.

In particular, the Authority would seek to conserve the essential elements of the existing street patterns and their building lines, the quay walls and campshire areas. In certain instances,



Map 15 Areas of Distinct Character

over-riding concerns, such as public transport linkages and public pedestrian access, may induce change: however, the substance of the Area's form should be conserved.

Variety

The Docklands is characterised by the wide variety of its different environments, ranging from close-knit two-storey housing to buildings of a large-scale industrial nature, to open foreshore. As this variety contributes to the enjoyment of the Area, designers should seek to conserve and articulate it and not impose a homogeneity.

Permeability

The linking of spaces, buildings and uses is the key to a pedestrian-friendly environment. Main routes should be distinguished by exploiting vistas, key buildings and landmarks and the activities and functions of the places made visible, thus bringing a sense of liveliness to spaces. It is recognised that a sense of permeability cannot be achieved in a wholesale fashion throughout the Area, given its existing morphology, future population figures and pattern of land use, existing and proposed. It could, however, be achieved successfully in the new development areas. It is vital that such permeability is tempered by considerations of safety and security and an articulation of what is public, semi-public and private space.

Legibility

Legibility relates to the ease with which the observer can read the relationship between the structures, the landscape and the spaces between them, as well as the objects within those spaces. Buildings should be proportionate in scale and height to the spaces they occupy and care should be taken in the design of frontages, corners, entrances, etc., to express these elements.

Movement

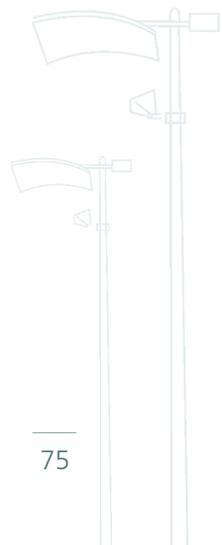
The Docklands currently connects with the city primarily by movement in a west/east direction. The three main routes on the north side running parallel to the river are:

- the north quays stretching from Collins Barracks to The Point;
- the Abbey Street, Beresford Place, Mayor Street axis; and
- the Mary Street, Henry Street, North Earl Street, Talbot Street, Sheriff Street axis.

On the south side the routes are:

- the south quays from Heuston Station to Sir John Rogerson's Quay;
- Essex Street, Temple Bar, Fleet Street, Townsend Street, Hanover Street East; and
- High Street, Dame Street, College Green, Pearse Street.

These routes, shown on Map 16, are traversed regularly by major urban spines running north-south such as Church Street/Bridge



Street and the O'Connell Street/Grafton Street axes. These in turn link major urban spaces such as Stephen's Green and Merrion Square on the south side and Smithfield on the north side. Civic and historic set-piece buildings are placed along each route.

The two other significant routes are the north/south routes of Amiens Street/Moss Street, and East Wall Road/East Link Bridge/Seán Moore Road/Beach Road.

This linear organisation and movement should be reinforced as an ordering strategy in the Docklands. The symbolic importance of the river corridor and of the civic buildings at the heart of the city should also be reinforced with the secondary routes, such as the Mayor Street and Townsend Street axis, serving to link existing and new residential communities and commercial hubs. Major routes, such as Sheriff Street and Pearse Street, could serve as major distribution spines and should have an appropriate scale. Minor routes could be punctuated by pocket parks or small public squares.

A sequence of urban spaces and set-piece buildings would punctuate this order and act as nodes. These would include new public or prominent buildings located midway along the northern quays, at Grand Canal Dock and at the confluence of the Liffey and Dodder, in addition to existing focal points at Custom House Quay (Stack A) and The Point.

Movement Spaces

Critical to the success of any urban area is the perception and clarity of the spaces through which we move, whether they are pedestrian ways, cycle ways or for vehicles. The quality of the design of roads, pedestrian ways, public squares and open spaces is as critical in importance as the design of the buildings

that surround them. The treatment of surfaces, landscaping, street furniture, signage, artworks, etc., must be considered in an integrated manner and sensitively used as coherent linking elements in situations where, by force of circumstances, the built environment cannot achieve it.

Scale and Height

Much of the Area is characterised by low two-storey development, particularly in its residential areas, and it is not envisaged that any significant departure from such heights should take place within these locations. Building in areas peripheral to such locations will require a sensitive approach which does not injure the amenities of such areas by overshadowing, overlooking or depriving of sunlight. However, in other areas, such as those to either side of the Liffey corridor, the urban designer is not so constrained in a contextual sense. A scale and height strategy has been developed through both Planning Schemes and Area Action Plans taking into account the diversity of the component areas to either side of the Liffey. Appendix 18 of the Dublin City Development Plan 1999 outlines criteria against which proposals for high buildings can be assessed. In addition, a study commissioned by Dublin City Council – *Managing Intensification and Change, A Strategy for Dublin Building Height (2000)*, outlines an approach to higher buildings and identifies areas of potential for higher buildings and high building clusters. It seeks to establish a framework against which a policy for high buildings can be developed.

The Grand Canal Dock Planning Scheme identifies the Grand Canal Dock Station and the confluence of the Dodder and Liffey as being suitable for high landmark buildings. The Docklands North Lotts Planning Scheme also indicates a high building at the Point Village and a cluster of higher buildings at Station Square.



Map 16 Linear Routes

These proposed buildings and the existing high building at Grand Canal Dock will result in a line of similarly high buildings evenly dispersed across the Docklands. A cluster of high buildings is also developing at the western end of the Area on the southern side of the River Liffey. Permission has recently been granted for a high building as part of the redevelopment of Tara Street Station and the George's Quay development immediately adjacent has been recently completed. As well as the 60-metre tower at Britain Quay proposed in the Planning Scheme, the City has permitted a 90-metre tower some 100 metres distant on Sir John Rogerson's Quay .

Materials

Buildings in Dublin have a certain simplicity and consistency in both design and materials and Docklands shares these characteristics. Typical robust materials such as limestone, granite, stone setts, clay brick, cast iron and steel are the key materials often used in the most functionalist of manners.

Although the Authority will not expect a slavish pursuit of contextual design through the use of matching materials, it is suggested that designers can take their cue from such materials.

Architectural Design

The articulation of a detailed policy on architecture would be inappropriate to a Master Plan of this scale. The Authority is supportive of the relevant policy objectives set out in the Government policy document entitled *Developing a Government Policy on Architecture*, and the relevant objectives are incorporated below as Policy Nos. 20 to 22.

Existing and Proposed Open Spaces

The form giving and ordering potential of the hierarchy of public and semi-public open spaces is a central element of the urban design strategy. The proposed policy in respect of open space and landscaping should be read as an adjunct to this part of the Master Plan.

Applicable	Yes	No	A: MASTER PLAN OBJECTIVES Does project comply with A1 Urban design principles generally A2 Land-use policy A3 Conservation policy A4 Employment generation policies
Applicable	Yes	No	B: SITE PLANNING Does project B1 Reinforce existing site/streetscape characteristics B2 Respect building lines/corners B3 Respect block structures/permeability, etc. B4 Integrate water bodies B5 Consider views/aspect orientation, etc. B6 Maximise open space opportunity on site (residential projects) B7 Encourage activity on street B8 Discourage on-street parking B9 Continue pedestrian/cycle routes, etc. B10 Establish/maintain urban enclosure B11 Contribute to city space generally
Applicable	Yes	No	C: SCALE VOLUME & HEIGHT Does project C1 Respect the scale of its context C2 Comply with height policy C3 Complement positive existing character of areas
Applicable	Yes	No	D: ARCHITECTURAL ELEMENTS & MATERIALS Does project D1 Favour compatibility rather than conformity D2 Re-use/rehabilitate/restore building D3 Respond to nearby historic structures D4 Use durable, attractive and well detailed finishes and materials D5 Consider environmentally responsive approach to design D6 Reinforce and enhance the pedestrian environment D7 Promote permanence, quality and sustainability in development
Applicable	Yes	No	E: LANDSCAPE DESIGN Does project E1 Reinforce existing landscape character E2 Use landscape to enhance the building, site or neighbourhood E3 Provide open space for interaction play and enjoyment (residential projects) E4 Use landscape to take advantage of site conditions

Table 3: Design Guidelines Checklist

Competitions

In the context of promoting high standards of urban design generally, the Authority, in collaboration with the relevant professional institutes, will promote competitive submissions from urban planners, urban designers, architects, landscape architects, artists, engineers, developers, etc., for specific areas, sites or open spaces as well as other relevant projects, such as bridges, public art and street furniture.

Checklist

All new development proposals will be tested against a standard design guidelines checklist. This will enable projects to be assessed in a comprehensive manner in order to ensure compliance with the urban design principles outlined above.

A suggested outline checklist is shown in Table 3.

6.1.3 POLICIES

The Authority will:

1. *promote high standards of sustainable design and construction in building works for which it is directly responsible and where control can be exercised through the Authority's planning powers in areas selected under Section 25 of the Act;*
2. *encourage urban designers to determine the essential contextual elements of quality within any area and respond to them in a creative manner;*
3. *seek to maintain the variety and diversity in the environmental character of the many areas that make up the Docklands;*
4. *encourage designers to recognise the importance of the treatment of spaces between buildings whether they be streets, squares, water bodies or open spaces;*
5. *ensure that streets and spaces link together in an interesting manner to exploit vistas and landmarks, and ensure that functions, particularly at ground level, actively contribute to the animation of the public realm;*
6. *encourage the design of buildings that are proportionate to the scale of their surroundings and ensure that the architectural design articulates frontage, entrances, corners, etc.;*
7. *develop and implement a scale and height strategy for all component areas through adopted and proposed Planning Schemes and Area Action Plans;*
8. *consider high buildings proposals in the light of the criteria set for such buildings in the Dublin City Development Plan 1999 and approved Planning Schemes and Area Action Plans, and in particular to*
locate tall buildings strategically as landmarks punctuating the skyline at variance to the surrounding building height.
9. *actively promote the provision of major public buildings to act as focal points, including the National Conference Centre at Spencer Dock and a major cultural building/civic building at Grand Canal Square;*
10. *identify sites or areas of particular design importance requiring a specific design response;*
11. *seek a coherent architectural expression to both sides of the river in order that the Liffey corridor can be read as an entity;*
12. *seek a coherent architectural expression to all sides of the Grand Canal Dock area so that it too can be read as a coherent entity;*
13. *seek to encourage closer links north and south, both psychologically and physically, by encouraging further bridge links;*
14. *use architectural and urban design competitions as an essential tool in securing the highest standard of urban design for different areas;*
15. *create a recognisable Docklands style for signage (including the use of the Irish language), street furniture and landscaping;*
16. *seek to conserve the existing street pattern where appropriate;*
17. *encourage designers to create coherent enclosures to streets and public spaces by avoiding broken three-dimensional building forms;*
18. *encourage designers to articulate clearly the realms of public, semi-public and private open space;*
19. *reinforce the pattern of existing pedestrian movement throughout the Area in both the east-west and north-south direction, with improved north-south movements through the provision of the aforementioned cross-river links;*
20. *link incentives for development to quality criteria with particular focus on site utilisation and sustainability;*
21. *promote, through direct action and encouragement, the establishment of demonstration projects relating to sustainable building design;*
22. *promote the enhancement of streetscapes to create safe streets and secure environments; and*
23. *test all urban design issues against the criterion that they will contribute to the social and economic regeneration of the Area on a sustainable basis.*

6.2 CONSERVATION

6.2.1 INTRODUCTION

The transport, maritime and power generation history of the Area has left a legacy of buildings and other features which gives the Area its particular character. It contains one of the city's finest Georgian monuments in the form of the Custom House, one of the earliest and most extensive cast-iron roof structures in Europe in Custom House Quay (Stack A), fine cut-stone quay walls and canal locks, interesting bridges and a range of domestic buildings with a strong visual character.

A key factor in any successful plan for the Area will be the conservation of the best of these elements in order to maintain a sense of place and history and to provide a resource which can be exploited to create a special environmental quality in the renewal and redevelopment of the Area.

Recent Developments in Conservation Policies

A number of policies and statutory controls have informed and assisted the Authority in articulating conservation policies, particularly in relation to the architectural heritage.

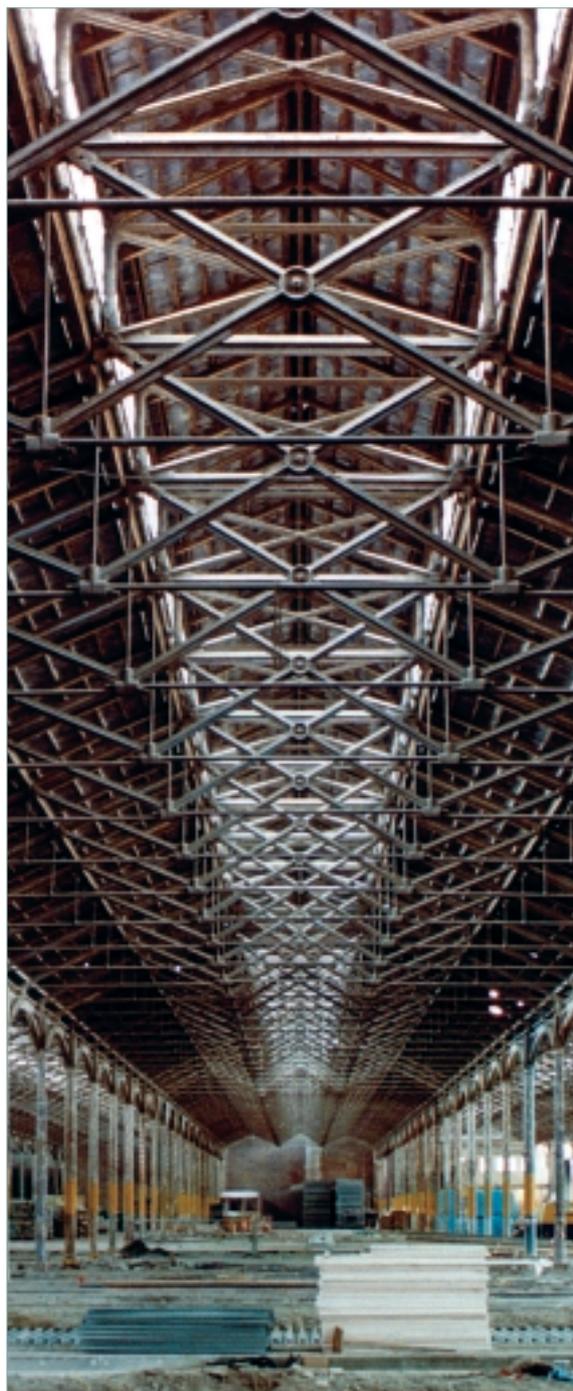
- The Planning and Development Act, 2000 provides a range of measures for the protection of the architectural heritage. These include the Record of Protected Structures (RPS) and Architectural Conservation Areas (ACA) to which special planning controls can apply. The RPS replaces the system of "listing" buildings.
- The National Inventory of Architectural Heritage Act, 1999 involves the identification of the national heritage in a systematic manner.
- Draft guidance notes entitled *Architectural Heritage Protection-Guidelines for Planning Authorities* (2001), have been published. When adopted, these will be statutory ministerial guidelines supporting the legislation.

As part of the preparatory work for the original Master Plan, an *Inventory of the Architectural and Industrial Heritage of the Docklands Area* (1996) was prepared. The Inventory incorporates the regional, national and international categorisation of importance of buildings. While the Inventory deals with buildings and streets in detail, interiors are not addressed, and the industrial archaeological survey is in the form of a desktop study.

The Requirements under the Act

The Dublin Docklands Development Authority Act, 1997, requires the Master Plan to address conservation and preservation under a number of different headings which are abstracted below.

24(2)(b)(ii): "Identify those parts of the Dublin Docklands Area where detailed proposals and plans for the development,



re-development, renewal or conservation of land in that area would be appropriate”.

24(2)(b)(iv): “Set out urban design guidelines for the Dublin Docklands Area, or any part thereof, including guidelines relating to urban and building conservation, street furniture and landscaping”.

24(2)(b)(v): “Include proposals for appropriate renewal, preservation, conservation, restoration, development or redevelopment of the streetscape, layout and building pattern of the Dublin Docklands Area or any part thereof”.

24(2)(b)(viii): “Include proposals relating to the conservation of the architectural heritage of the Dublin Docklands Area”.

The Authority will also include policies for the archaeology and industrial heritage which are important features of the Area.

6.2.2 CONSERVATION OF SELECTED AREAS

In areas selected for detailed plans or proposals, conservation was a criterion, although not an overriding one in any instance. For example, conservation was a key criterion underpinning Grand Canal Dock Planning Scheme. One of the reasons for selecting the campshires for detailed plans is the existence of extensive areas of attractive stone setts and marine furniture such as hooks, mooring posts, etc., which give much of the Area its character and which will form critical elements in its development for public amenity.

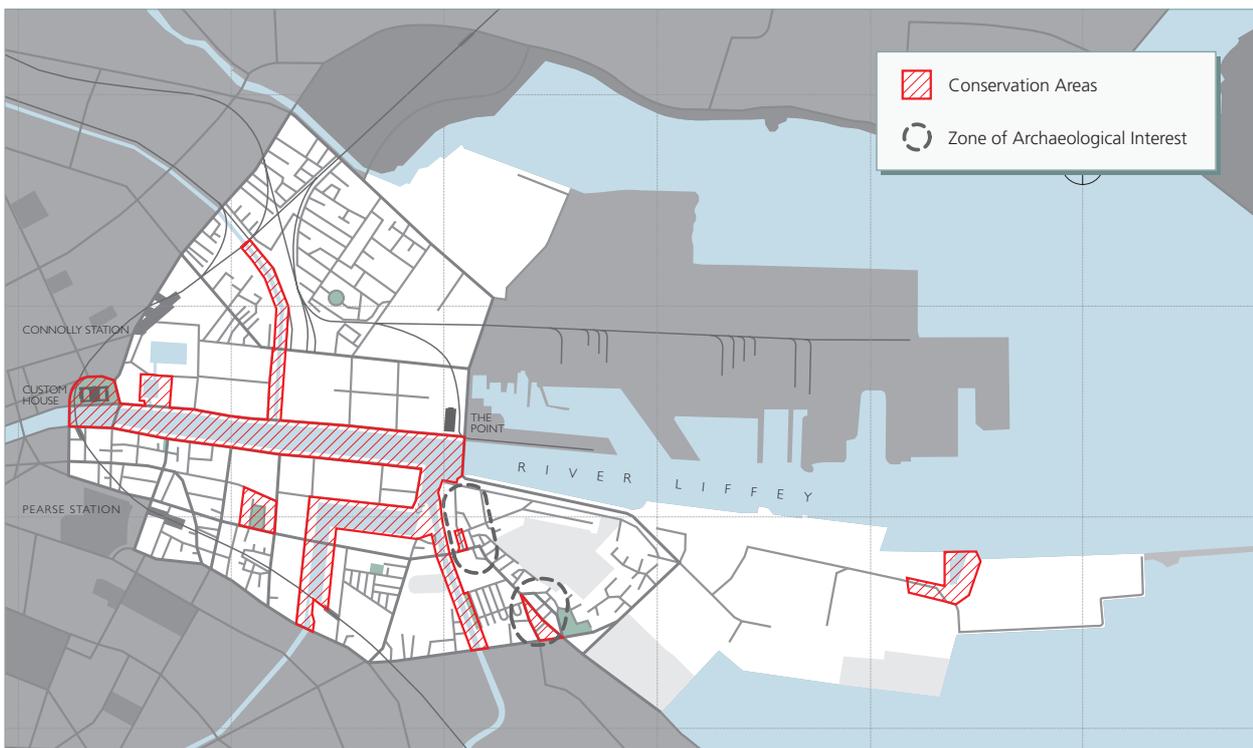
6.2.3 URBAN DESIGN & BUILDING CONSERVATION

These have been addressed on the basis of the guiding principles set out in Part 6.1.2. However, it will be a requirement that any alterations or extensions to protected structures, and buildings in the conservation or residential conservation areas, be entirely harmonious in terms of form, external finishes, colour, texture, window, door, roof, chimney design and other details. Further detailed guidance is provided in the approved Planning Schemes and Area Action Plans.

6.2.4 STREETScape & BUILDING PATTERN

The underlying orthogonal street pattern in the Area has already been referred to and it is the Authority’s intention that this be restored or retained wherever possible, particularly in the areas lying both north and south of the Liffey where the pattern is most clearly evident. For example, it is intended to restore Mayor Street as a route running from Memorial Road to East Wall Road. This particular street pattern also offers clues as to how the internal layout of the blocks of land, likely to be available for development, might be laid out.

The Docklands contains a number of residential areas of strong visual character. These include the South Lotts area, Ringsend/Irishtown, and part of East Wall. These areas are zoned as residential conservation areas (Z2). The Inventory highlighted buildings in these areas which have architectural or historical interest but are not advocated for inclusion on the Record of



Map 17 Conservation Objectives

Protected Structures (RPS). Many have been improved structurally and superficially (new roofs, replacement windows and doors, etc.) in a manner which is unsympathetic to their design. The 2000 Planning Act allows for the designation of Architectural Conservation Areas (ACA) in statutory development plans. An ACA is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest, or that contributes to the appreciation of protected buildings. Section 82(1) of the 2000 Act relating to ACAs in effect de-exempts the many classes of exempted development identified in the Planning and Development Regulations. The Authority will liaise with Dublin City Council to determine which areas should be designated ACAs in the City Development Plan.

The zone defined by the Liffey quays will form the most important visual space within the Area and the quays, fortunately, retain much of their character with their robust stone construction, paving sett surfaces and marine “furniture” in the form of hooks, winches, mooring posts and mooring rings. In their original form they were open in character but this openness has been compromised by the erection of warehouse structures directly on the quayside. It will be the objective of the Authority to restore the openness to the quays and allow the quay walls and original street building line to define the space. However, the Authority also intends to conserve and restore the open aspect of the Liffey quays as a broad horizontal plane extending from the building facades to the quay edge, punctuated by occasional waterside cafes and marine facilities.



6.2.5 ARCHITECTURAL & ARCHAEOLOGICAL HERITAGE

It is not the statutory function of the Master Plan to schedule buildings and features for protection on the RPS, as this is a function of Dublin City Development Plan. However, the *Inventory of Architectural and Industrial Archaeological Heritage* (1996) formed the basis of recommended additional listings that were subsequently incorporated into the Dublin City Development Plan and the RPS. A planning authority may add to or delete from the RPS during the course of making its development plan or may alternatively initiate special procedures under Section 54 of the 2000 Planning Act.

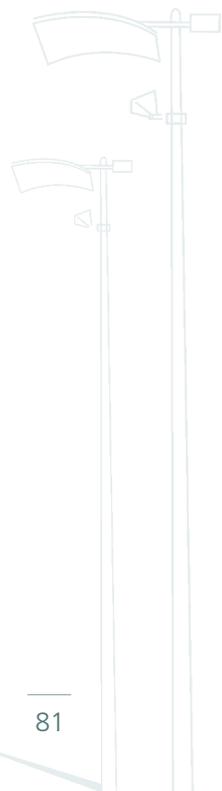
The Authority has undertaken a review of the RPS within the Docklands Area. It is recommended that the following buildings/features be deleted from the RPS:

Ref: 286 – Hailing Station, Britain Quay/Sir John Rogerson's Quay.

Ref:1466 – Nos. 91-94 (inc), Dublin General Warehousing Ltd.

Ref: 1463 – No.47 North Wall Quay.

Ref: 1622 – Pearse Street, former gasworks – corner office



building with canopy to north side, granite ashlar piers, steel gates with canopy logo, single storey office on Macken Street, stone setts within site.

Ref:1865 – Sir John Rogerson’s Quay – Granite ashlar quay walls, stone setts, mooring rings, steps, bollards, lamp standards and machinery. (Amend to omit lamp standards and machinery).

Ref:1866 – Sir John Rogerson’s Quay – Crane.

It is recommended that the following be included on List 5 of the Dublin City Development Plan:

Forbes Street: Setts stretching from Sir John Rogerson’s Quay to junction with Hanover Quay.

It is considered that a further appraisal should be undertaken in relation to Ref: 1708 – Pigeon House Power Station, Pigeon House Road. Former red brick electricity generating station. The assessment and report should consider the structural condition, viable uses, other factors outlined in the Architectural Heritage Protection Guidelines, and make recommendations in relation to retention or deletion from the RPS.

The Area has a strong heritage relating to industrial archaeology, and this is reflected in the RPS and the Inventory of Architectural and Industrial Archaeological Heritage. There are also two zones of archaeological interest within the Area at Ringsend and Irishtown, which take cognisance of the sites and monuments recorded under the National Monuments Acts, 1930 to 1994. In addition, Custom House Quay, North Wall Quay, City Quay, Sir John Rogerson’s Quay and the sea wall at York Road, Pigeon House Road and South Wall are listed on the Sites and Monuments Record. The Authority acknowledges the important role of archaeology and will seek its investigation and protection where appropriate.

6.2.6 INCENTIVES FOR CONSERVATION

The Department of the Environment, Heritage and Local Government operates a conservation grants scheme through the local authorities. The opportunity for other tax and financial incentives for the preservation of buildings will be further explored.

The Authority will also examine individual sites where a restriction of development options is imposed for the purpose of preservation and/or protection of buildings or features with a view to augmenting development opportunities elsewhere within the site.

6.2.7 POLICIES

The Authority will:

1. retain and restore the original orthogonal road layout characteristics of the Area where appropriate;

- 2. conserve and restore the open aspect of the Liffey quays as a broad horizontal plane extending from the building facades to the quay edge, punctuated by occasional waterside cafes and marine facilities;**
- 3. retain existing Conservation Areas and the Residential Conservation zoning;**
- 4. assess, in conjunction with Dublin City Council, areas suitable for designation as statutory Architectural Conservation Areas;**
- 5. review the Record of Protected Structures, in consultation with Dublin City Council;**
- 6. preserve protected structures and sites of historical architectural or artistic interest which contribute to the character of the Area;**
- 7. encourage the rehabilitation, renovation and re-use of older buildings where appropriate and in line with its strategic objective on sustainability;**
- 8. ensure that the settings of protected structures are taken into account in assessing new developments;**
- 9. encourage, where appropriate, the retention of buildings, features or structures which are significant in terms of local character or community identity;**
- 10. ensure the sites identified as being of possible interest in the Zone of Archaeological Interest and in the Inventory of Industrial Archaeology are fully investigated and recorded, where appropriate, before development is undertaken, and will also ensure that sites identified as having potential maritime archaeological material are properly investigated and reported as part of the Section 25 process or the normal planning process;**
- 11. promote the use of fiscal incentives as a means of achieving conservation and environmental objectives;**
- 12. consider augmenting development opportunities elsewhere within a site where a restriction of development options is imposed for the purpose of preserving protected structures; and**
- 13. have regard to the (draft) “Architectural Conservation Guidelines for Planning Authorities” under the remit of the Department of the Environment, Heritage and Local Government and to any detailed design guidelines published by Dublin City Council in relation to protected structures in the context of new development, in the assessment of Section 25 applications relating to protected structures.**

6.3 OPEN SPACE, LANDSCAPING & AMENITY

6.3.1 INTRODUCTION

Whilst the perception of many parts of the Docklands is of an area of environmental degradation, the diversity and widespread nature of its open spaces, be they parks, water bodies or coastline areas, is noteworthy; few areas of the city can boast of such variety. However, at present many of these spaces are not realising their full potential as assets to the Area. For example, the water bodies are frequently inaccessible with too few bridges, steps, slips, pontoons, etc., while the parks and play areas are, in some cases, under-utilised, insecure and prone to vandalism. Nevertheless, these spaces represent an invaluable resource which, if properly exploited, would transform the image of the Area.

A survey of existing open land space reveals a generous provision to the south of the Liffey. In excess of 30 hectares of space is available, comprising Ringsend Park, Seán Moore Park, Irishtown Nature Park and smaller spaces such as Pearse Square. The northside does not fare as well and relies largely on Fairview Park (which borders the Area), and small neighbourhood spaces. There are empirical standards for open space for residential areas published by the Department of the Environment, Heritage and Local Government in its document entitled *A Parks Policy for Local Authorities*. Although these are primarily designed for new suburban areas, it is worth remarking that the southside of the Area meets the relevant standards for its existing population, although most of the available space is concentrated to the eastern side.

The proposed increase in both the residential and the working populations will create additional demands to be met by new facilities and more intensive use of existing spaces. While, naturally, it will not be possible or appropriate to meet the empirical standards for suburban areas because of the nature and density of development (either existing or proposed), there are compensatory factors in the form of the extensive water bodies and the coastline areas. Deficiencies can also be tackled by the development of small parcels of vacant land as pocket parks incorporating children's play areas, facilities for urban sports, such as in-line skating, five-a-side football and basketball, as well as the development of continuous walking, jogging or cycle paths in the green space networks proposed for the Docklands. Better linkages between areas, and in particular more bridges over the Liffey, would make some facilities more accessible to a wider catchment population and so maximise use.



6.3.2 DESIGN CRITERIA FOR OPEN SPACE

In designing and developing new open space and revitalising existing parks, changes in society must be considered if the spaces are to contribute to the enhancement of the lives of community members, and to the regeneration of the Docklands. Changes arising from demographic shifts, such as aging population profiles in certain areas, changes in the type of leisure activities, and security problems deriving from drink or drug abuse, are some of the issues to be addressed. In order to ensure that new and existing open spaces will be successful, the following criteria need to be considered:

Community Participation

A detailed knowledge of user requirements, obtained through community participation in the design and management process, is essential.

Location

Spaces must be accessible and visible to potential users.

Size

Size must be appropriate to the scale of activities intended for the space.

Use/Activities

Use must be geared to the needs of those most likely to frequent the space, but without the activity of one group disrupting the enjoyment of others.

Micro-climate

Continuous use should be encouraged by suitable landscaping

and planting which would provide shade and shelter from wind and rain as well as screening unsightly structures or objects.

Security

Security can be enhanced by encouraging frequent use with consequent passive policing. Edge conditions should be designed to encourage supervision by overlooking neighbouring buildings and by traffic and pedestrian activity along perimeters. Planting must be carefully planned to avoid "blind" areas which would tend to become a focus for undesirable behaviour.

Access and Circulation

Use should be encouraged by careful consideration of entry points, opening hours, circulation routes and short-cuts linking activity points outside the space. Access must be available to people with disabilities.

Maintenance

Ease of maintenance should be an important consideration in the specification of materials for use in the construction of spaces. Play equipment should be robust and safe to use, while encouraging creative recreation. Park furniture should be appropriate, user-friendly and easy to maintain.

6.3.3 THE EXISTING PARKS

Ringsend and Seán Moore Parks are typical neighbourhood parks which should be central to the life and spirit of the community but which, for a variety of reasons, currently play a more limited role. Problems of uncontrolled anti-social activities, dedication to sporting activities and climatic exposure render them relatively



unsuitable for the more passive pursuits of the older members of the community. Security problems arise from the virtual absence of passive policing afforded by continuously passing traffic and pedestrians, or by residential or other developments overlooking the parks.

Remedial measures are needed with a view to increasing activity and improving passive policing. There may be some opportunities for increased overlooking by the construction of affordable housing adjoining Ringsend Park. The main improvement will flow from the increase in population in the Area, together with more intensive management of the parks. The provision of pocket parks and linear parks, as described below, will go a long way to meeting the needs of more passive usage by the elderly.

The Authority is part funding the restoration of the athletics track at the old Shelbourne Park in Ringsend which will enhance the sporting amenities of the Area.

6.3.4 EXISTING STREETS & SPACES

The amenity value of streets and urban spaces can be enhanced by landscaping, in particular by planting boulevard trees on main arterial roads and distributor roads within neighbourhood areas. Road and pavement widths will be examined to determine whether pavements can be increased in size to accommodate additional planting and seating.

Early action in the form of planting semi-mature or heavy standard trees will be taken in order to quickly improve the visual amenities of many of the roads in the Area.

Existing commercial enterprises will be encouraged to plant and landscape their grounds in order to contribute to the general upgrading of amenities in the Area.

6.3.5 THE WATER BODIES

The water bodies have outstanding amenity value, both for active recreation in the form of watersports and for passive recreation in the form of scenic views and walks.

There is a well developed infrastructure of sporting organisations which are active in the promotion and protection of the canals, rivers, dock basins, etc.

The overriding objective of the Authority will be to maximise the amenity potential of the water bodies by:

- (i) prioritising public access;
- (ii) facilitating access for sporting clubs and catering for their specific needs;



(iii) maximising the navigable areas of water; and

(iv) promoting the improvement of water quality.

The Authority has prepared *The River Liffey Regeneration Strategy* and this will be implemented over the remaining period of the Master Plan.

The Authority will keep under review the potential to develop the Pigeon House Harbour for mooring purposes.

6.3.6 NEW FACILITIES

The Authority is proposing that six initiatives be taken in the provision of open space both to encourage the redevelopment of the Area and to meet the recreational needs of the population as it develops over the next ten years. These initiatives will provide a range of facilities of different scales which will form part of the urban design framework in the Area and will act as reference points for people living, working and moving through the Area.

(i) The Eco Park

The Poolbeg Peninsula encompasses land uses which at first sight might appear to be incompatible; heavy public utilities and noxious uses lie beside beach and foreshore areas of scrub and rough grassland. Part of the area is designated as a nature park and the extremity of the peninsula forms the start of one of the city's popular public walks along the Great South Wall to the Poolbeg lighthouse. There are outstanding views over Dublin Bay southward to the Dublin and Wicklow Mountains and northward to the Hill of Howth. Sandymount Strand, adjacent to the peninsula, is now designated as a Proposed Natural Heritage Area (pNHA) and a Special Protection Area (SPA).

The relative availability of large areas of land, together with the ongoing use of the area as a "mechanical plant-room" for the

city, demands a creative approach to the treatment of the area and the organisation of its open space. The Authority is therefore proposing to reinforce the existing nature park, with the planting of extensive landscaping strips between the utilities and the coastal parkland area and the provision of a feeding area for brent geese. A landscaped pedestrian route is proposed extending eastwards from the nature park to the South Wall, which with the existing pedestrian route connecting with Seán Moore Park would achieve linkage of the three amenity areas on the Poolbeg Peninsula.

The inherent difficulties in achieving such extensive vegetation in an exposed coastal site are recognised, but are viewed as a challenge to be overcome rather than an insurmountable difficulty. The aim will be to create an environment that develops from the best ecological practice as well as creating a unique landscaped area which will have the potential to become a significant visitor attraction.

(ii) New Urban Park or Square

An urban park is generally an open space free from traffic at the heart of an urban area, flanked by streets and buildings and intended for the amenity use of local residents, workers and visitors. Dublin has several examples in the form of its Georgian and Victorian squares. Such parks are often characterised by the presence of a major public building or buildings which exploit the open space to accentuate their prominence.

It is considered that at least one such park is required to address the open space deficit found on the north side of the Liffey and to act as incentive to encourage the redevelopment of this side

of the Area. The site located at the confluence of the Royal Canal and the River Liffey at Spencer Dock has been identified for the National Conference Centre. However, in the event that this facility is not provided, the subject site would be suitable for an urban park as it has a prominent setting and is relatively central to the catchment area it will serve.

In addition, a network of squares will articulate the city's expansion into Docklands, in particular Mayor Square, Spencer Dock Square and Point Village Square on the north side linked by the pedestrian bridge to Grand Canal Square on the south side. These squares will link to the existing city squares on both the north/south and east/west axes.

(iii) Linear Parks

Docklands offers particular opportunities for the development of linear parks, given its infrastructure of canals, rivers and water bodies. Such parks could play a prominent role in opening up the Area to a wider public as well as integrating it into the city.

It is an objective of the Plan to open up all waterfront areas to the public but specific projects will include those listed below.

The Liffey Campshire areas

The campshires are those surface areas of quayside lying between the quayside and the adjoining roadways. Pedestrianisation, cycle facilities and the environmental upgrading of the campshires is ongoing, with significant stretches on both sides of the river now complete. The Authority will seek to acquire the remaining land and buildings to achieve this objective. The quaysides retain attractive stone setts and



Map 18 Green Spaces/Amenity Areas

paving and these will be incorporated into the design which will also cater for one of the main cycle routes in the Area.

The Royal Canal

The Authority will seek the development of a linear park along the banks of the Canal. As part of the redevelopment of the rail freight terminal at North Wall, Spencer Dock will be restored to cater for boat moorings, together with the restoration of the sea lock gates and Scherzer bridge at North Wall Quay.

The canal banks are quite wide in many parts of the Area and the greening of these, together with improved access, will make a very considerable contribution to meeting the open space deficit in the Area. The ecological characteristics of the canal will be protected in the improvement and landscaping works.

River Dodder

The Dodder is tidal within the Area and when the tide is out the partially exposed river bed is unsightly. It is proposed to examine the possibility of introducing a weir/weirs at an appropriate point/points along the river with a view to maintaining a constant level of water, thus improving its appearance and protecting against flooding. There are difficulties in opening up the western bank to public use because of multiple ownership and occupation. The development of Plot 8 at the Grand Canal Dock provides an opportunity to improve access to this section of the Dodder's western bank. The eastern side is already open to the public and has an unrealised amenity potential, and would benefit from an investment in new landscaping, paving and lighting.

River Tolka

Although outside the boundaries of the Dublin Docklands Area in its riverine form, the Tolka is visually prominent and in parts unsightly. The Authority will investigate measures which will improve the river's appearance in conjunction with Dublin City Council which is currently undertaking major construction works associated with the Port Tunnel.

The Grand Canal Dock

The campshires of the Grand Canal Dock will be restored for amenity purposes and opened to public access. A number of buildings have been removed to facilitate this objective. The recently completed Grand Canal Square on the old Gas Works site provides an important civic space for the wider locality. The designation of the inner dock for the display of historic craft will be retained and the outer dock should become the focus for the development of marina and other related activities, but with the objective of retaining a mix of activity on the water. The Grand Canal Dock Planning Scheme provides further details of the works to be carried out.

(iv) Pocket Parks

Pocket parks are incidental parcels of open space created by the exploitation of the "left-overs" of street widening, derelict sites, etc. They can be either green and sedentary or hard and active. They provide incidental meeting and sitting spaces at the scale of the city street or block. These types of spaces exist in embryonic form all over Docklands and small interventions in the form of new seating, landscaping and lighting, as appropriate, could significantly improve their amenity qualities. Further details of pocket parks are provided in the approved Planning Schemes and Area Action Plans.

(v) Private or Semi-Private Open Space

If the Docklands is to become a lively viable city quarter in which family living and working environments co-exist, it is essential that new and existing development provides usable open space in which children can play and adults relax. Given the goal of achieving family living on a large scale in the Area, densities which allow for the provision of significant private open space have been assumed in setting the target population for the Area. It is recommended that at least 8 sq.m per bedspace, which can include balconies, roof gardens and courtyards, be incorporated in all new developments. This space can incorporate both hard and soft landscaping and should be free of traffic and parking.

The existing City Council flats complexes, including Pearse House and Markiewicz House, might be the subject of studies, to be undertaken in co-operation with residents, which would establish how the courtyard spaces might be improved for both practical and aesthetic use.

(vi) Children's Play Space

The provision and design of children's play areas has been raised as a particular concern of local communities. In deciding the location of appropriate play areas, regard should be had to the needs of different age groups. Specific provision will be required for young children and in larger developments the space should be linked to crèche or nursery school provision at ground floor level within neighbouring buildings. Any publicly provided play areas should be accessible to all children with a strong element of passive supervision from neighbouring residences. The Authority will, in consultation with various stakeholders, prepare detailed design guidelines for the provision of children's play spaces in new development areas.

6.3.7 COMMUNITY GREENING INITIATIVE

The requirement for the involvement of the local communities in the design and management of open spaces has already been mentioned. However, this needs to be put on a firm footing. A "Community Greening Initiative" is proposed which would involve local people in the improvement and maintenance of amenity spaces as well as "boulevard" tree planting in co-operation with both Dublin City Council and the Authority.

There are in excess of forty small open spaces associated with existing housing in the Area. In most cases they are of poor quality, underutilised and subject to vandalism. The initiative would involve the training of young people from the locality and the employment of a number of professional landscape architects/horticulturists who, in co-operation with the City Council, would set about the development, maintenance and management of these spaces.

6.3.8 SPORT & RECREATION

The Authority undertook a sports and recreation audit in 2000. The shortfalls identified will be addressed through specific proposals in Area Action Plans and Planning Schemes. The former Irish Glass Bottle Company site has been highlighted as a possible location for the National Stadium, although there are currently no firm proposals in this regard. There is also the possibility of accommodating a specialist sports arena, e.g. an ice hockey rink, or swimming pool, on the Poolbeg Peninsula or at the Point Village. The possible provision of any such facility should be kept under review, particularly having regard to the public transportation requirements of such a facility.

6.3.9 POLICIES

The Authority will:

1. *seek to establish the Eco Park on the Poolbeg Peninsula;*
2. *seek to incorporate a major new public open space at the confluence of the Royal Canal and the Liffey while facilitating any Government initiative to locate the National Conference Centre or a major cultural building on the site;*
3. *develop the entirety of the Liffey campshires as public promenades and cycle ways;*
4. *seek the development of a significant linear park suitable for active and passive recreation and incorporating cycle and pedestrian routes along the Royal Canal;*
5. *seek the development of two major public squares at Station Square and Point Square in accordance with the Docklands North Lotts Planning Scheme;*
6. *seek improved public access to the River Dodder, seek to enhance its banks with appropriate hard and soft landscaping, and investigate the provision of a weir/weirs to maintain a constant water level;*
7. *seek to open up the bank of the Grand Canal Dock to public amenity use where feasible;*
8. *maximise the amenity potential of the water bodies, in accordance with the Authority's "River Liffey Regeneration Strategy";*
9. *investigate the feasibility of developing Pigeon House Harbour for recreational/boating accommodation;*
10. *encourage the rehabilitation of existing neighbourhood parks, in association with Dublin City Council, through the promotion of community participation in planning and managing their future development;*
11. *promote the development of pocket parks throughout the Area whether as improvements of existing spaces or as new spaces in redeveloped areas in accordance with approved Area Action Plans and Planning Schemes;*
12. *seek to ensure that usable private or semi-private landscaped open spaces are incorporated into new developments, particularly in residential apartment complexes;*
13. *promote access to open space by maximising linkages throughout the Area, but particularly by new bridge crossings along the Liffey and Dodder;*
14. *seek the landscaping of existing streets and spaces, together with the provision of new or improved street lighting and seating;*
15. *promote the "Community Greening Initiative";*
16. *encourage commercial enterprises to plant and landscape their grounds;*
17. *promote the development of athletics and sports facilities in co-operation with existing sports bodies;*
18. *encourage the provision of high quality works of art within the public realm;*
19. *require developers to design developments with frontage onto proposed urban spaces in a manner that will ensure the passive supervision of the spaces; and*
20. *keep under review the potential to provide a major sporting facility within the Area.*



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APPENDICES

Appendix I

Local Employment Charter

Appendix II

Land Use Zoning Objectives Matrix

Appendix III

Social Programmes in 2003

Appendix IV

List of Submissions

Appendix V

Glossary of Terms



APPENDIX I

Local Employment Charter

ACTION PLAN

Proposed Action by Dublin Docklands Development Authority

1. Appoint Local Labour Liaison Officer.
2. Maintain an "On-Site" Local Labour Central Office.
3. Maintain a database of skills required by employers starting up new and existing businesses in the Area.
4. Maintain a database of skills required by developers, contractors etc.
5. Maintain a database of skills available in the Area.
6. Maintain a database of school-goers/leavers in the Area.
7. Maintain a database of training needs of the local unemployed.
8. Develop appropriate educational programmes for interested locals in consultation with school principals, teachers and other relevant bodies in the Area.
9. Liaise and develop identified training and development programmes with FÁS, CERT and other relevant agencies.
10. The policy of the Dublin Docklands Development Authority is that 20% of new jobs created in the docklands will be on offer to residents of the docklands in the first instance and thereafter in its hinterland. This proportion can be divided into full-time jobs and apprenticeships. The Dublin Docklands Development Authority accepts that this policy is dependent on the availability of appropriate skills in the area. The Authority will work to provide the necessary training and education to rectify identified skill shortages.
11. Operate a sub-committee including representatives of the local communities and business communities to monitor and ensure the implementation of this strategy.

APPENDIX II

LAND USE ZONING OBJECTIVES MATRIX

USE CLASS	Z1	Z2	Z3	Z4	Z5	Z6	Z7	Z8	Z9	Z11	Z14
Advertisements			†	●		†	●				†
Amusement/Leisure Complex				●	●	†	†				†
Bed & Breakfast	†		●	●	●		†				†
Betting Office	†		●	●	●	●	●				●
Boarding Kennel							●				
Buildings for Health, Safety & Welfare of Public (Classes 8 & 9)	●	●	●	●	●		†	†			●
Car Park (Multi-storey)				†		†	†				†
Car Park (Recreational)									†		
Car Park (Surface)			†	●							
Car Park (Underground)				●							
Caravan Park									†		
Childcare Facility (Class 8 b)	●	●	●	●	●	●	●	●			●
Civic Amenity/Recycling Centre	†		†	†	†	†	●				†
Community Facility	●		●	●			†		†		●
Cultural Building (Class 10)	†	†	●	●	●	●	†	●	†		●
Education (excluding night-time use)	●	†	●	●	●			●			●
Education (including night-time use)	†		●	●	●			●			†
Embassy	●							●			●
Enterprise Centre	●		●	●	●	●	●				●
Funeral Home				†	●	†					†
Garage – Motor Repair			†	●			●				
Garden Centre	†		●	●							†
Golf Course and Club House									●		
Guesthouse (Class 6)	†		●	●	●		†	●			†
Halting Site				●							
Heavy Vehicle Park							●				
Home-based economic activity	●	●	●	●	●			●			●
Hospital											
Hostel (Class 6)	†			●	●		●				†
Hotel	†			●	●	●	†	●			●
Industry – General				†			●				
Industry – Light (Class 4)	†		●	●	●	●	●				●
Media Recording	†	†	†	●	●	●	†				●
Medical and Related Consultancy	●	●	●	●	●	●	†	●			●

Key: ● Normally Permissible

† Open for consideration

USE CLASS	Z1	Z2	Z3	Z4	Z5	Z6	Z7	Z8	Z9	Z11	Z14
Motor Sales Showroom				●	●	†					†
Nightclub				●	●	†	†	†			†
Office – Civic				●							
Office (Class 3)					●	●		●			●
Office (Class 3) – Max. 300m ²			●								
Office (Class 3) – Max. 600m ²			†	●							
Open Space	●								●	●	●
Petrol Station	†		†	●		†	●				†
Pigeon Loft	†										†
Place of Public Worship	●		†	●	●	†	†	†			●
Public House	†		†	●	●	†	●				†
Public Service Installation	●	●	●	●	●	●	●	†	●		●
Recreational Building (Classes 10 & 11)	†	†	●	●	●	●	†		†		●
Residential	●	●	●	●	●	†		●	†		●
Restaurant	†	†	●	●	●	●	†	†		†	●
Science and Technology-Based Industry				●	●	●	†				●
Scrapyard							●				
Shop (Class 1)					●		†				
Shop – Neighbourhood	●		●	●		●	●				●
Shop – District				●							
Sport Arenas						●					†
Sports Clubs									●		
Storage Depots (open)					†		●				
Take-Away Food			†	●	●		†				
Tea Rooms									●	†	
Training Centre	●		●	●	●	●	●				●
Transfer Station							●				
Transport Depots					†		●				
Veterinary Surgery	†	†	†	●		†					†
Warehouse – Wholesale/Repository (Class 5)				●	●		●				
Warehouse – Retail/Non-Food					●	†					†
Waste to Energy Facility							●				
Water-based Sports Facilities										●	

Key: ● Normally Permissible

† Open for consideration

APPENDIX III

SOCIAL PROGRAMMES IN 2003

Primary and Secondary Level Education	
Programme	Impact
After Schools Study	mentors 34 local Junior and Leaving Certificate students
Computer Networking in Local Schools	connects 17 local schools
Schools Incentive and Attitude	encourages attendance with 100 participants
Young Persons Self-Development	prepares school graduates for employment
Schools Drama	caters for 35 primary school students
Schools Database	database of 1050 young residents of the area
Third Level Education	
Programme	Impact
Reuter/DDDA Scholarships	57 third level scholarships awarded
Discovering University DDDA/NCI initiative	week-long programme with 25 attendees in 2000/2001
Adult Education	
Programme	Impact
Life Centre Evening Courses	provides literacy, computers and cookery
Parents in Education Joint NCI/DDDA	promotes adult literacy and education initiative with 132 participants to date
Other Educational Training Programmes and Networks	
Programme	Impact
Schools Principals Forum	network for local school principals
Circletime	behavioural management for students and teachers
Teachers Dyslexia Development	assists teacher in identifying dyslexia
Interregional School Development	aims at twinning Docklands schools with schools in Belfast and Glasgow
Psychological Assessments	identifies learning difficulties

APPENDIX IV

LIST OF SUBMISSIONS

Ardagh Plc
 The Arts Council
 Elaine Behan
 The Bolton Trust
 Burwood House Developments (Ireland) Limited
 Martin Byrne
 Damien Cassidy
 Castleforbes Business Park
 City Housing Initiative Limited
 Clontarf Residents Association
 Yasmine Coakley
 Michael Conroy
 Councillor Ciaran Cuffe, TD (Green Party)
 Cunnane Stratton Reynolds on behalf of Tesco Ireland Ltd
 Danniger Limited
 Danoval Limited
 Dublin City Council
 Dublin City Development Board
 Dublin City Cycling Campaign
 Dublin Inner City Partnership
 Dublin Institute of Technology
 Dublin Port
 Dublin Transportation Office
 Dublin 15 Community Council
 Department of the Environment, Heritage and Local
 Government
 Edward Finnegan
 Fabrizia Developments Limited
 FÁS
 Marie Faulkner (on behalf of the Residents of St Brendan's
 Cottages, Irishtown)
 Elizabeth Gannon (on behalf of the Ringsend and Irishtown
 Community Games)
 Jacqui Giles
 Brian Gormley
 Graphic Studio Dublin
 Health and Safety Authority
 Sandra Higgins
 Hooke & McDonald (Auctioneers, Valuers, Estate Agents)
 Conor Houghton
 Janice Hunt
 Bernadette Hynes
 Inland Waterways Association of Ireland (Dublin Branch)
 International School of Dublin
 Irish Auctioneers & Valuers Institute
 Jewelbury Limited
 Killiney Design Associates, Consulting Engineers (on behalf
 of Jamar Properties Ltd.)
 Henry J. Lyons and Partners
 Maxol Limited
 Ray McCormack
 Eamon McDonald
 Linda McMahon (on behalf of the Residents of Kennedy
 Court, Irishtown)
 Helen Moir
 Cormac Moran
 Fergus Murray
 National Roads Authority
 Conor Norton
 North Wall Community Association
 Bernie O'Connor
 Poolbeg Yacht and Boat Club
 Brian Power
 Quality Bus Network Office
 Anthony Reddy Associates
 The Ringsend Action Project and the City Housing Initiative
 The Ringsend, Irishtown and District, Combined Residents
 Association
 Riverside Property Holdings Limited
 Anne and Tony Robinson
 The Royal Institute of the Architects of Ireland, The Irish
 Planning Institute, The Royal Town Planning Institute
 (Irish Branch) (Joint Submission)
 The Sandymount and Merrion Residents Association
 Sandymount and District Heritage Trust Limited
 Stratton Sharp
 Frank Sheehan, Director, Physio Needs
 Shelbourne Residents Association Limited
 Lyn Smyth
 Spencer Dock Development Company
 Tesco Ireland Limited
 Treasury Holdings Limited
 Vaults Trading Limited
 Stephen Ward, Town Planning and Development
 Consultants (on behalf of Bennett Construction Limited)
 Hilary Wardrop
 Waterways Ireland
 Councillor Claire Wheeler

APPENDIX V

GLOSSARY OF TERMS

Term	Explanation
1997 Act	The Dublin Docklands Development Authority Act, 1997, (No. 7 of 1997).
2000 Act	Planning and Development Act, 2000 (No.30 of 2000).
2002 Act	Planning and Development Act, 2002 (No.22 of 2002).
ACA	Architectural Conservation Area.
the Area	Meaning assigned to the Dublin Docklands Development Area under Section 5 of the 1997 Act.
Area Action Plan	A plan prepared by the Authority (on occasions with other relevant statutory authorities - e.g. Dublin City Council) under Section 24 of the 1997 Act.
Bedspace	Bedrooms from 6.5 sq.m to 10.2 sq.m shall be calculated as one bedspace and bedrooms of 10.2 sq.m and greater shall be calculated as two bedspaces.
CERT	The State Tourism Training Agency for the tourism and catering industry.
CIE	Córas Iompair Éireann, the main state authority for the provision of public transport within Ireland.
CHDDA	Custom House Docks Development Authority, the former statutory agency responsible for the development of the Custom House Docks Area.
CLC	Community Liaison Committee, formed by the Dublin Docklands Development Authority to maximise the involvement of the communities from the local areas in the redevelopment of Docklands, and to provide a forum for direct communication between the Authority, developers and representatives of local communities.
CHP	Combine Heat and Power.
chq	Custom House Quay (Stack A)
cSAC	Candidate Special Area of Conservation.
CSO	Central Statistics Office.
DART	The Dublin Area Rapid Transit, a suburban rail line operated by Iarnród Éireann.
DDDA	Dublin Docklands Development Authority, established under the Act.
DIT	Dublin Institute of Technology.
DTI	Dublin Transportation Initiative, a strategy by the various agencies to provide a continuing input to an ongoing planning process for transportation in Dublin.
DTO	Dublin Transportation Office, the principal function of which is to co-ordinate and monitor the implementation of the DTI.
Dublin Port	A statutory body responsible for Dublin Port.
EIA	Environmental Impact Assessment, defined by Article 24 of the European Communities (Environmental Impact Assessment) Regulations, 1989.
EIS	Environment Impact Statement, as required under the EIA.
EMU	European Monetary Union.
Enterprise Ireland	A government organisation charged with assisting the development of Irish enterprise.
ESB	Electricity Supply Board, statutory corporation which provides for the generation and distribution of electricity in Ireland.
ESRI	Economic and Social Research Institute, an independent body which works to increase knowledge of the social and economic conditions of society, with particular reference to Ireland.

ETC	Environmental Traffic Cell.	NRA	National Roads Authority.
EU	European Union.	Planning Scheme	A plan prepared by the Authority under Section 25 of the 1997 Act.
FÁS	The Training and Employment Authority, the functions of which include the operation of training and employment programmes, the provision of employment/recruitment services, an advisory service for industry and support for co-operative and community-based enterprise.	Plot Ratio	Expresses the relationship between the area of a site and the total gross floor area of the building(s). It is determined in the following equation: $\frac{\text{gross floor area of building(s)}}{\text{site area}} = \text{plot ratio}$
Forbairt	Statutory body to facilitate the development of Irish business, and to provide a range of science and technological services and programmes for enterprise in Ireland.	pNHA	Proposed Natural Heritage Area.
FSIA	Financial Services Industry Association.	MMP	Mobility Management Plan.
GDA	Greater Dublin Area, consisting of the Dublin and Mid-East Regions.	PPP	Public Private Partnership.
GDP	Gross development product.	QBC	Quality Bus Corridor.
HGV	Heavy goods vehicle.	QBN	Quality Bus Network.
IDA Ireland	Industrial Development Agency, statutory body to create employment in Ireland by influencing foreign enterprises to start new businesses or to expand their existing businesses in Ireland.	RPA	Rail Procurement Agency.
IFSC	International Financial Services Centre at the Custom House Docks.	RPS	Record of Protect Structures.
IMMA	Irish Museum of Modern Art.	SEA	Strategic Environmental Assessment, as defined under EC Directive 2001/42/EC.
Luas	A proposed light rail transportation system for Dublin city and suburbs.	SAC	Special Area of Conservation.
Net Density	The total number of residential units per hectare on an individual site, excluding any part of adjoining public roads or public open space, but will include: <ul style="list-style-type: none"> - access roads within the site - private garden space - car parking areas - incidental open space and landscaping - children's play areas where these are to be provided 	SPA	Special Protection Area.
		TCD	Trinity College Dublin.

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Note: Maps in this document are not to scale and give graphical representation only of elements of the Master Plan.

DUBLIN DOCKLANDS AREA

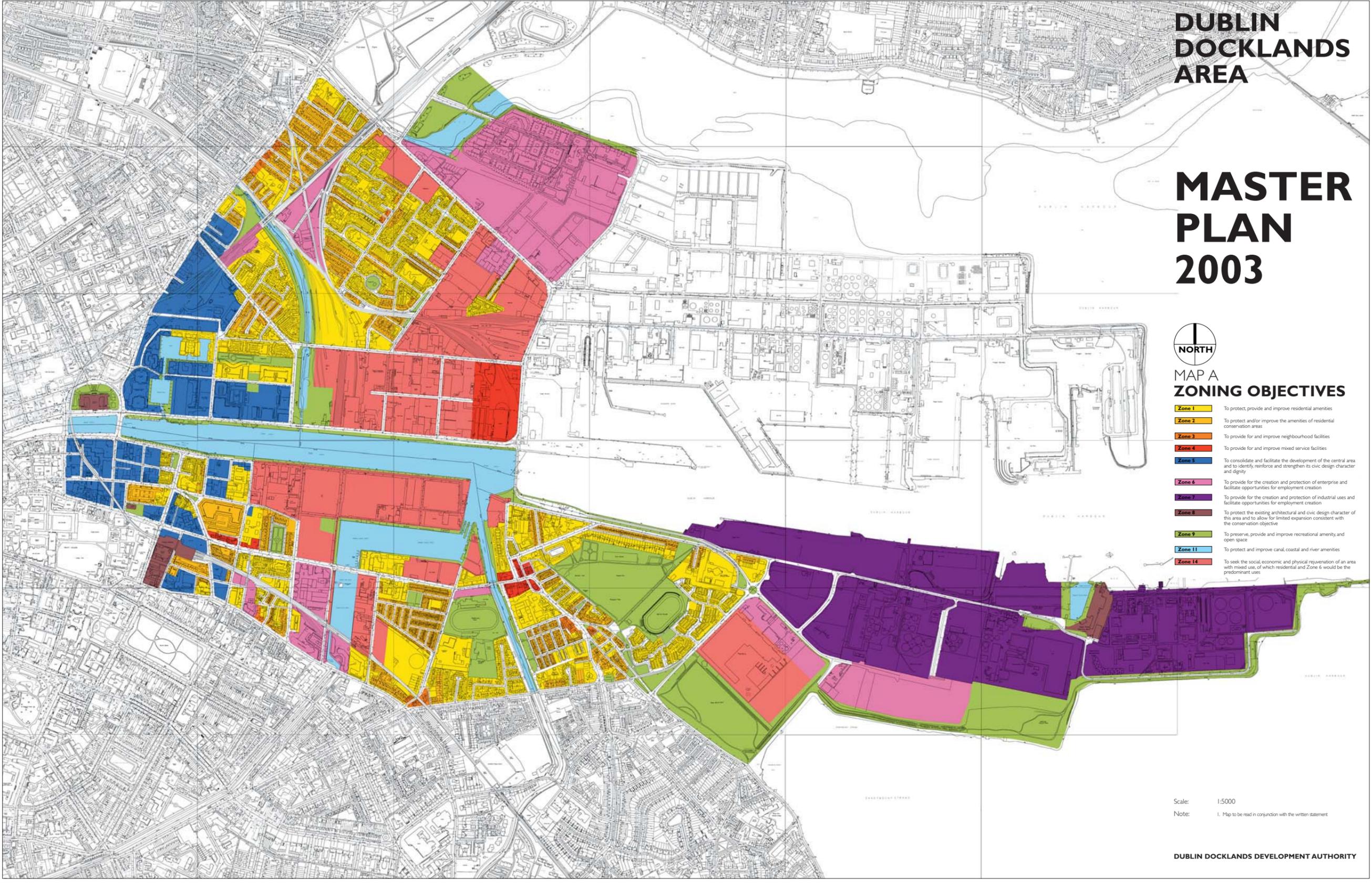
MASTER PLAN 2003



MAP A ZONING OBJECTIVES

- Zone 1** To protect, provide and improve residential amenities
- Zone 2** To protect and/or improve the amenities of residential conservation areas
- Zone 3** To provide for and improve neighbourhood facilities
- Zone 4** To provide for and improve mixed service facilities
- Zone 5** To consolidate and facilitate the development of the central area and to identify, reinforce and strengthen its civic design character and dignity
- Zone 6** To provide for the creation and protection of enterprise and facilitate opportunities for employment creation
- Zone 7** To provide for the creation and protection of industrial uses and facilitate opportunities for employment creation
- Zone 8** To protect the existing architectural and civic design character of this area and to allow for limited expansion consistent with the conservation objective
- Zone 9** To preserve, provide and improve recreational amenity and open space
- Zone 11** To protect and improve canal, coastal and river amenities
- Zone 14** To seek the social, economic and physical rejuvenation of an area with mixed use, of which residential and Zone 6 would be the predominant uses

Scale: 1:5000
Note: 1. Map to be read in conjunction with the written statement



DUBLIN DOCKLANDS AREA

MASTER PLAN 2003



MAP B SPECIFIC OBJECTIVES

- Roads - Dublin City Council
- ○ ○ ○ Eastern By-Pass - Indicative only
- □ □ □ Roads - DDDA
- Cycleways
- Pedestrian / Cycle Bridges
- Luas - Indicative only
- Interconnector - Indicative only
- Sevens II Establishments
- Protected Structures
- Conservation Areas
- Zone of Archaeological Interest
- Proposed Natural Heritage Area
- Special Protection Area
- Candidate Special Area of Conservation

— Dublin Docklands Area Boundary

Scale: 1:5000

- Note:
1. Map to be read in conjunction with the written statement
 2. The road objectives are shown diagrammatically and do not indicate width of alignment

DUBLIN DOCKLANDS DEVELOPMENT AUTHORITY