

URBAN DESIGN FRAMEWORK

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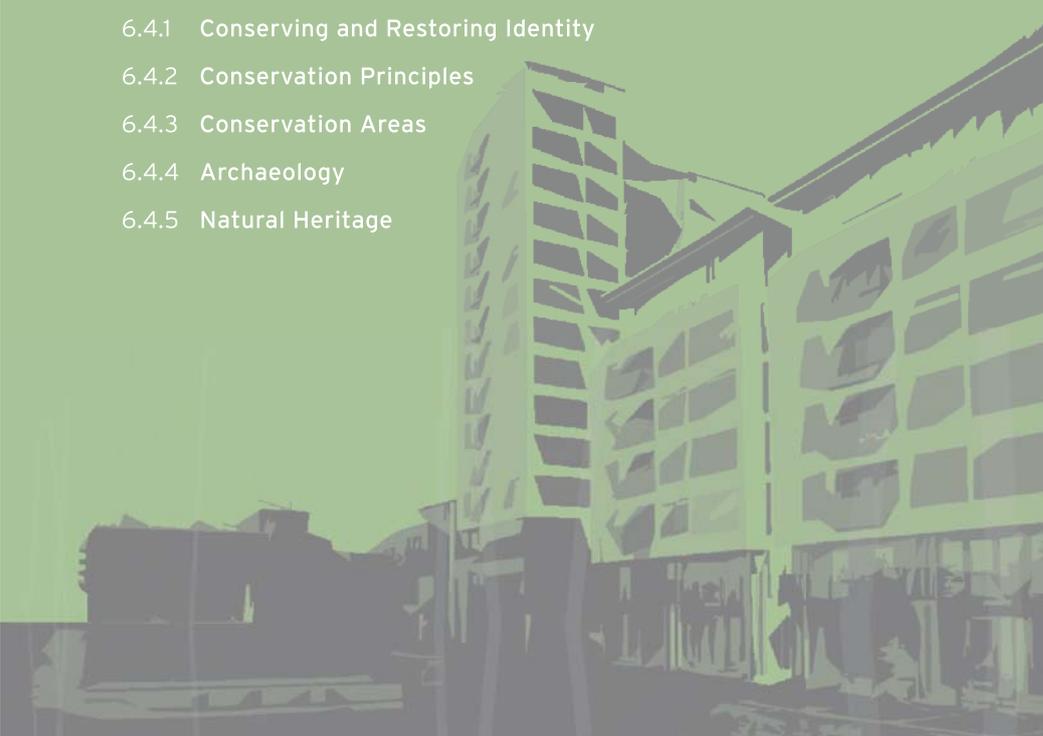
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HANOVER QUAY APARTMENTS

6.1 INTRODUCTION

Sustainable development, defined by the Brundtland Commission in 1983 as “*development that meets the needs of the present without compromising the ability of future generations to meet their own needs*”, is the core principle upon which the Dublin Docklands Master Plan 2008 is based. Sustainable development is viewed as having four elements, according to the Planning and Development Act 2000 – social, economic, cultural and environmental – and to create a successful living city community, all of these facets must be addressed and integrated.

Since the Docklands physical and social regeneration project began in 1997, the area has seen a dramatic transformation. This project, based on close collaboration with the community, has transformed a disused harbour-front area characterised by disconnectivity from the rest of Dublin, into what is now an attractive urbanised living and working community offering great views and access to the Liffey and surrounding waterways.

One emblem of the success of the Docklands’ transformation can be seen to be encapsulated in a key urban design project, namely the ongoing design of Grand Canal Square. This new public space for the city of Dublin demonstrates how high-quality architecture and appropriate and innovative planning of the space between buildings can transform and identify new focal points within the city.

The square has been consciously planned to incorporate a mixture of uses that animates street-level interaction with the assistance of the surrounding three buildings – a theatre, hotel, and an office complex. Although differing in character, these buildings are complementary to the overall aim of integrating built form and the public realm.

The Urban Design Framework for the Dublin Docklands Master Plan describes the formation and hierarchy of areas as they currently exist within the Docklands and sets out the structure and context from which the community, developers and designers will form their ideas and initiatives. It is vital for the future development of the area that this urban structure is followed and strengthened in order to create a coherent and legible urban environment, underpinned by connectivity with the rest of Dublin City. The Framework aims to set out guidelines to promote an enhanced public realm and innovation in design, making use of and strengthening the existing key amenity spaces in the area, including the Liffey and surrounding waterways. In addition, an integrated pedestrian and cycle network will enhance the living experience of the area and assist in creating safe and pleasant streets which, in turn, will contribute to the success of the Area.



GALLERY QUAY



GALLERY QUAY INTERIOR



IFSC

6.1.1 LIVING IN THE DOCKLANDS

Although the objective to promote family living has not reached the levels that the Authority had originally envisaged, the Docklands provides a unique opportunity for a diverse range of people to live and work in a high-amenity environment. The Master Plan acknowledges that it is more important than ever to cater for the human and social dimension in the design of cities and provide high-quality environments for people. Urban design, used as a tool to create sustainable neighbourhoods, will assist in supporting public transportation, walking, cycling and use of the public realm. In this manner, good urban design, and attraction of a diverse land use, housing, and social mix, needs to be strengthened, along with the development of amenity potential, which should be prioritised and anchored in development of nodes and activities while remaining connected to the rest of the city. The city is ever changing and the Docklands, as an inner city community, should be able to accommodate these changes for the people living and working in, or visiting the area.

Population increases, along with increases in car ownership in Ireland, are leading to longer commute times, as routes to and from the suburbs become ever more congested. Longer commute times can damage family life, as parents are forced to spend less time with their children and with one another. This, in turn creates an impetus for city living to become more attractive to families in the future.

Having regard to the above, the Authority aims to foster a culture that will contribute to social integration based upon the new and indigenous communities and the continued development of the area. On this basis, the Authority will encourage and provide choice for residents to remain in the Docklands throughout their lives, to avoid the traditional urban movement out of the city as families grow and to encourage the successful co-existence of mixed communities.

Enabling and encouraging social mix is seen as contributing to the reduction of social distance and tenure, reducing prejudice through social interaction, from a shared use of services to the development of active social networks. Mixed communities are more sustainable than mono-tenure ones because they can offer a range of housing options through the life cycle, enabling people to stay in the communities where they have grown up. Sustainable regeneration of neighbourhoods can be achieved by inducing and prioritising ethnic and social mix, as well as the physical environment, and by introducing new residents.

Attracting families with children requires affordability and quality of life measures relating specifically to child-friendly locations which provide shops, pharmacies, schools, childcare, community facilities, play spaces and amenity spaces. Promoting family living in the Docklands will also be assisted through the establishment of a well designed and visually pleasing environment. High-quality living and working spaces, high-quality public realm, access to public transportation and close access to retail, sports, recreational and social facilities are vital for the Docklands. To assist in attracting families to the Docklands, it is recommended that:

- Development of Civic Infrastructure be undertaken ahead of demand, particularly in relation to schools and crèches
- Current policies on providing social and affordable housing are maintained and, where necessary, adapted to include family living through larger unit sizes
- More shared space, including high quality play areas, be provided
- Developers be encouraged to build for families
- New innovative models and typologies for housing be developed
- Planning schemes be developed with a focus on design quality, variety, and the creation of family friendly neighbourhoods to provide for mixed income families within the Docklands.

6.1.2 AIMS OF THE URBAN DESIGN FRAMEWORK

The framework shall seek to implement sustainability at all levels of urban design, and in so doing, continue to be at the forefront of sustainable community design in Ireland. Through a variety of initiatives, the framework seeks to achieve the following aims:

Connectivity and Accessibility: Continue to improve connections between local communities and the surrounding city, through improved relationships between community, built form, space, and mix of use; the continued development of pedestrian, cycle and transport networks within an active and safe public realm; and the ongoing development of Docklands projects that act as a magnet for locals and visitors to the area.

Legibility: Enhance the legibility of the natural and built environment, including the River Liffey corridor, the surrounding natural and built landscape, and connections between place and space. In particular, enhance legibility by strengthening visual connections, facilitating coherent architectural form, responding to local landscape qualities and existing built form, and developing a hierarchy of indicators such as key public spaces and buildings.

Design, Scale and Use: Architectural design and scale shall evoke a sense of place within the Docklands, developed through the integration of appropriate form, function, and relationship with the surrounding context. A variety of living and working environments, intertwined with public and cultural buildings and other community uses, shall be actively promoted. The scale of development shall respond appropriately to the existing Docklands context while also continuing to build a character distinct to the Area. In this manner, development along the River Liffey shall have regard to the coherent built form that has developed along the corridor, while allowing for appropriate variations that are legible in the wider context.

Conservation: Continue to restore and conserve the unique historic identity of the Docklands. The framework sets out to protect key features of historical merit through the identification of defined conservation areas and the development of core conservation principles to assist in the appropriate management of protected structures.

Natural Heritage: Identification and enhancement of natural heritage areas and features, particularly where opportunities exist to improve nature and wildlife environments and provide for quality public realm.

Open Space, Landscape and Amenity: The continued identification and implementation of strategic walking and cycling routes and networks, building strong links and connections with strategic nodes and other places of importance, while also assisting to strengthen local identity and opportunities for quality living.

Building towards integrated public realm and interrelationship between public and private space, while incorporating initiatives for the development of open space for sports, community greening, a variety of play areas, and safe and friendly streetscapes.

Water Bodies: Continue to enhance the physical and psychological connections between the Docklands community and surrounding water bodies, enabled through ongoing improvements to public realm at the water edges; continued implementation of physical access; development of key public spaces and buildings; and initiatives such as the Authority's River Regeneration Strategy to generate ongoing activity on and around water bodies.



FORBES QUAY APARTMENTS



GRAND CANAL SQUARE & HOTEL



RIVA RESTUARANT, HANOVER QUAY

6.2 URBAN DESIGN AND ARCHITECTURE

6.2.1 CONTEXT

The rich history of the Docklands is engrained in the landscape, structures and communities within the Area and, wherever possible, should be brought to the forefront of development, such that it remains legible and continues to shape the identity of the Area.

The River Liffey is the main water element in the Docklands as well as in the rest of Dublin. Its confluence with the bay and the problems created for navigation and shipping were the great determinants of the land form that exists today. 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. Notwithstanding this, physical development has, to some degree, undermined the underlying street grid over the centuries.

The construction of the Grand and Royal Canals and their dock basins was followed by the superimposition of the railways for goods and passenger movements. The railway interventions and, to a lesser extent, the canals had a truncating effect on the area.

Urban Form

The River Liffey forms the central spine of the Docklands and Dublin City. It is both a dividing and unifying element in the urban landscape. It creates the separation between the north side and the south side, but it also offers one of Dublin's most attractive amenity spaces, an all important 'node' linking the city's markers from Heuston Station, the Four Courts, Liberty Hall, and the Custom House, that can be experienced as a central open space floating through the city (see Figure 6.1 '*Liffey Corridor Attractors*' and Figure 6.2 '*Liffey Corridor Landmarks*').

The Dodder River, Royal Canal, Grand Canal Dock and George's Dock also act as important water bodies providing attractive amenity space, views and access to a 'natural' setting. The integration of these water bodies with the urban fabric of the Docklands has provided many of the opportunities for the variety and diversity that is characteristic of the area. The enhancement of the water bodies in the Docklands to enrich the experience of the Area is central to this regeneration project.

A recognition and understanding of the contextual urban design elements of the Docklands is essential to creating an informed and considered design response. The orthogonal layout, the existing character areas and the water bodies provide a dynamic framework upon which to order this city community. The new expression for the area will be firmly rooted in the historic plan which lends itself to the requirements of a modern city in terms of pedestrian and vehicular movement, clarity and flexibility.

River Regeneration Strategy - The River Liffey as Urban Catalyst

In 2001, the Authority launched its River Regeneration Strategy, aimed at maximising the potential of the River Liffey and Docklands water bodies as amenity areas. The draft River Regeneration Strategy 2008 is the continuation of this initiative by the Authority, designed to bring new water-based businesses and other activities to the Liffey. Initiatives such as the arrival of the famine replica ship, the Jeanie Johnston; the launch of the Liffey Voyage tour service; and the redevelopment of the Dublin City Moorings, are the start of a process through which the Docklands will recapture the river as an essential public amenity. The approach recognises the potential for waterways to act as a catalyst for future urban development, attracting locals and visitors for recreation, leisure, employment, and tourism in a high-amenity destination.

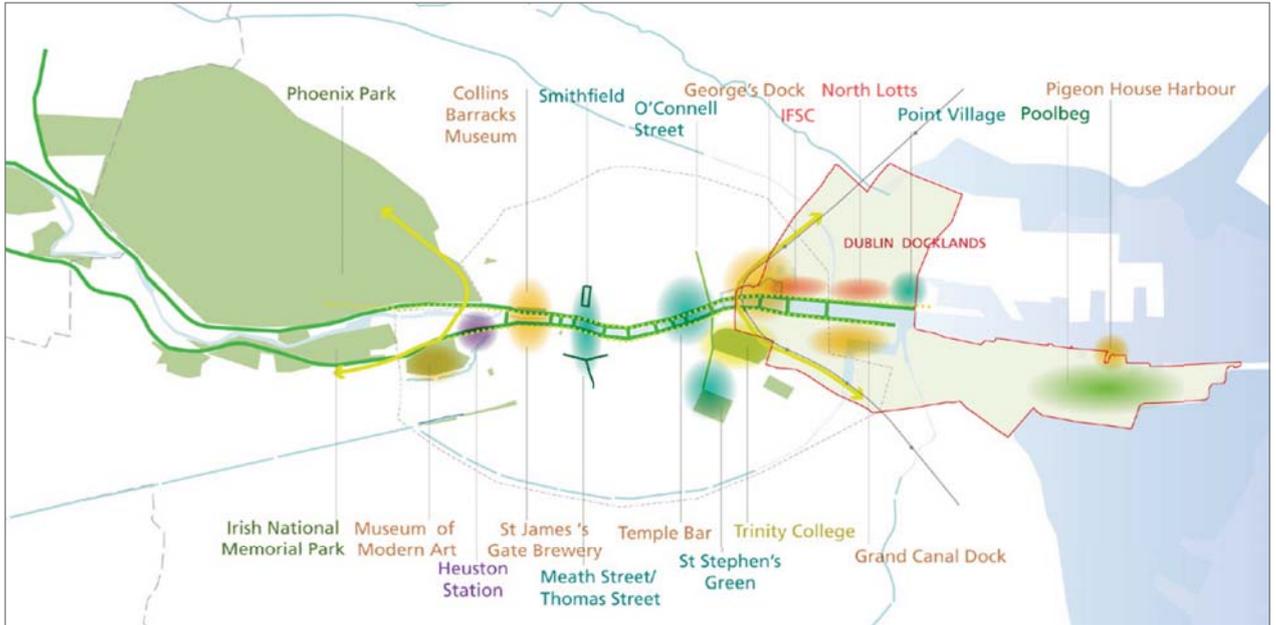


FIGURE 6.1 LIFFEY CORRIDOR ATTRACTORS

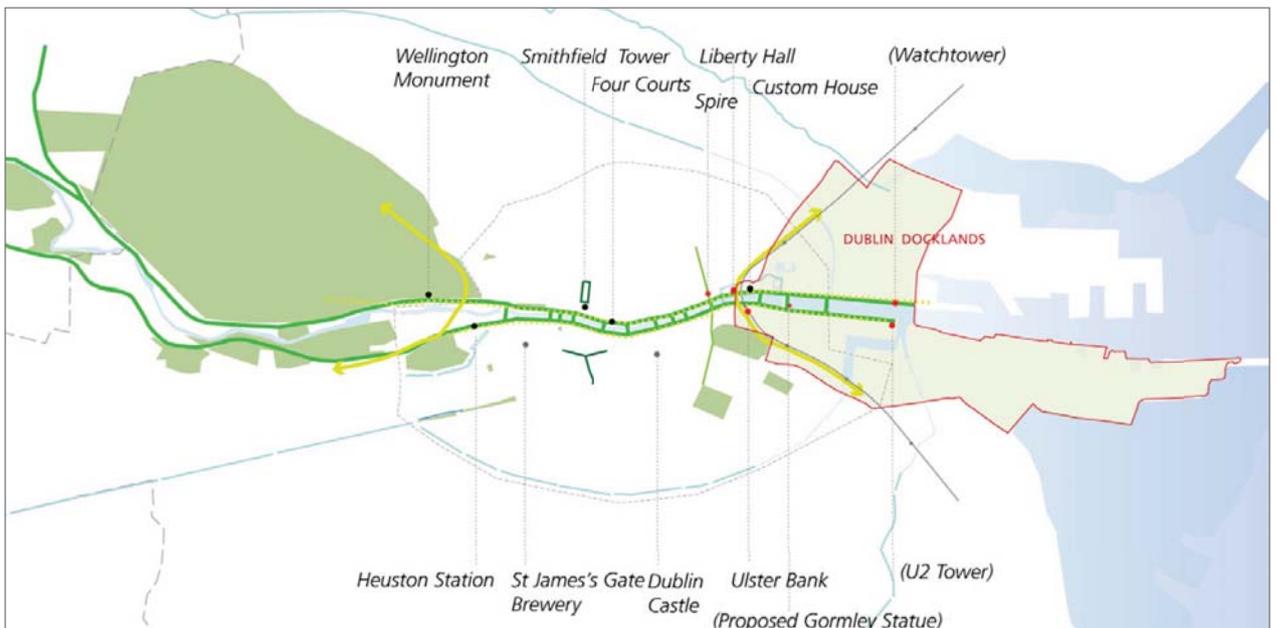


FIGURE 6.2 LIFFEY CORRIDOR LANDMARKS

Policies

The Authority will:

Policy UD1

Seek to maintain the variety and diversity in the environmental character of the many areas that make up the Docklands Area.

Policy UD2

Promote, through direct action and encouragement, the establishment of demonstration projects of high standards of sustainable design and construction in building works through the Sustainability Toolkit, for which the Authority is directly responsible and where control can be exercised through its planning powers.

Policy UD3

Encourage urban designers and architects to determine the essential contextual elements of urban design quality within any area and respond to them in a creative and innovative manner.



FIGURE 6.3 DUBLIN CITY LANDSCAPE

6.2.2 CONNECTIVITY & ACCESSIBILITY

Located at the centre of Dublin City and the entrance to Dublin Bay, the Docklands lies at the lowest point of the Liffey valley as it opens out towards the sea (as shown in Figure 6.3 'Dublin City Landscape' below). The surrounding hinterland makes up a backdrop for the Docklands with views towards the rising Dublin Mountains to the south, and a gradually rising landscape to the north.

The Docklands coastal position at the centre of Dublin affords it a strategic central location amongst the coastal network of towns running from Howth in the north to Dun Laoghaire in the south. Immediately to the south of the Docklands, the communities of Sandymount and Ballsbridge form part of the Dublin City urban core, after which the city makes a steady transition to the outer suburbs and, eventually, reaches the base of the Dublin Mountains. To the north of the Docklands, the rise in the landscape is gradual, and urban development moves quickly into the outer suburbs beyond East Wall. West of the Docklands, the city follows the River Liffey as it winds gently along the valley floor.



FIGURE 6.4 DUBLIN CITY LANDSCAPE - TIDAL PATTERNS

The linking of spaces, buildings and uses at a local and city level is key to creating a vibrant and attractive environment. It is recognised that a sense of permeability needs to be achieved throughout the Docklands and reinforced through the creation of efficient interconnected links, particularly with the wider city and in both new development and existing areas.

The potential for enhanced connections with urban and suburban communities to the north and south of the Docklands (such as Fairview, Clontarf, Sandymount and Ballsbridge) will be possible by capitalising on existing connections and infrastructure, and the introduction of new connections – such as the Sutton-to-Sandycove network (S2S), public transport, or enhanced pedestrian and cycle networks. Combined with ongoing growth of attractors in the Docklands areas, improved accessibility to and from northern and southern communities will assist in the ongoing growth of the Area.

Currently underway and with the potential to dramatically open up the Docklands to the north and south is the Sutton to Sandycove promenade and cycleway. This amenity would extend approximately 22km, linking and upgrading existing walkways and cycleways. On the south side, proposals

for a seafront walkway from Dun Laoghaire-Rathdown County Council will eventually connect with a route through Ringsend Park, bringing the facility to join the river at the East Link Bridge where, it is suggested, an addition to the existing bridge could provide a much improved river crossing for pedestrians and cyclists. The new pedestrian and cycleway being constructed by the Authority up as far as the IFSC will serve the same purpose on the north side. In addition to the benefits to the wider population, such new links would improve the connections between the north and south of the city as well as the residential areas of Ringsend and the city centre, with substantial benefit to those communities. A continuous water-front promenade extending from Sutton to Sandycove and into the city centre has the potential to be one of the most used public amenities in Dublin City, with a large quantity of the users being people going to and from or passing through the Docklands.

A primary reason for the perception of disconnection between the Docklands and Dublin City centre is the Loopline Bridge (the Liffey Viaduct) at George's Quay (shown in Figure 6.5 'Barriers' below). Since its construction in 1888-91, the Loopline has acted as a significant dividing element between the Docklands and the city centre. Primarily a visual barrier, the Loopline stretches from Pearse Street through to Talbot Street, discouraging people from moving towards the Docklands.

Ongoing initiatives of the Authority, such as the focus on the reanimation of street level connectivity through public realm interventions like the Campshires project and the proposal to create a public space in front of the Custom House have broken down barriers to movement and continue to do so.

In addition to the Loopline, Trinity College and the inner orbital route along Pearse Street also continue to act as barriers to people moving between the inner city and Docklands. Trinity is a natural destina-

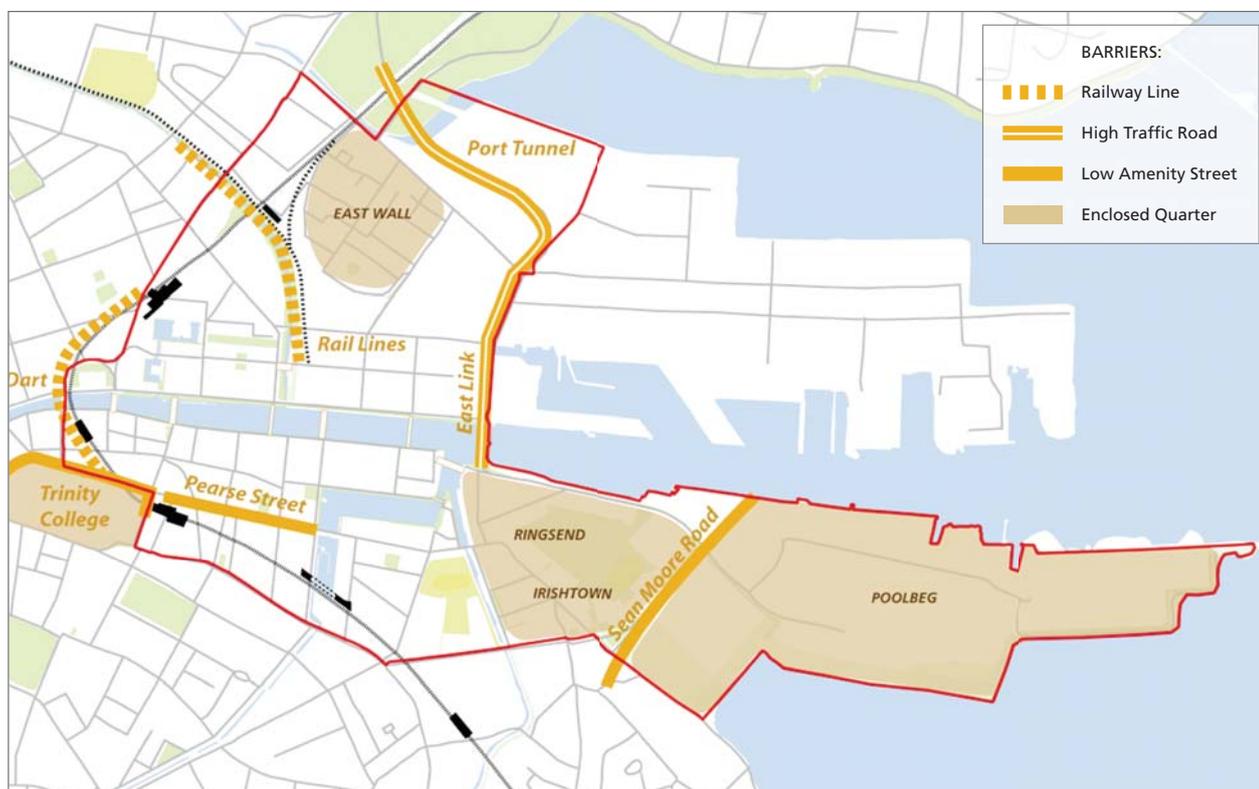


FIGURE 6.5 BARRIERS

tion point within the city. However, the congested nature of Pearse Street and the absence of animation and effective entry points along the Trinity boundary have contributed to this feeling of severance. The combined implementation of effective public transport and enhanced streetscape with planting, cycle and pedestrian paths will move some way towards reducing the effects of these spatial barriers. Both the inherent barrier nature of the Looperline and Trinity College need to be fully addressed to open up the Docklands to Dublin City and make the most of the qualities it has to offer to the wider population.

Given the largely industrial nature of the Poolbeg Peninsula, it is not often perceived as part of the Docklands Area. This separation is emphasised by the wide and inhospitable nature of Sean Moore Road which divides the existing residential and industrial areas. Proposals for the development of residential and mixed-use areas on the Poolbeg Peninsula will reduce this separation and enhance Poolbeg's image as part of the new Docklands.

Notwithstanding the above, and as demonstrated within Figure 6.6 'Indicative Connections' below, the potential to remove and/or decrease the effects of existing barriers to and within the Docklands can be achieved through a number of initiatives, including:

- Continued development of the Campshires, including public access and walking and cycling networks
- Implementation of an amenity loop around Poolbeg, Irishtown and Ringsend
- Enhanced streetscape and legibility along the length of Pearse Street from Trinity College
- Establishment of a linear park connecting with the Campshires and enhancing connectivity to East Wall
- Continued development of the Sutton-to-Sandycove (S2S) amenity route

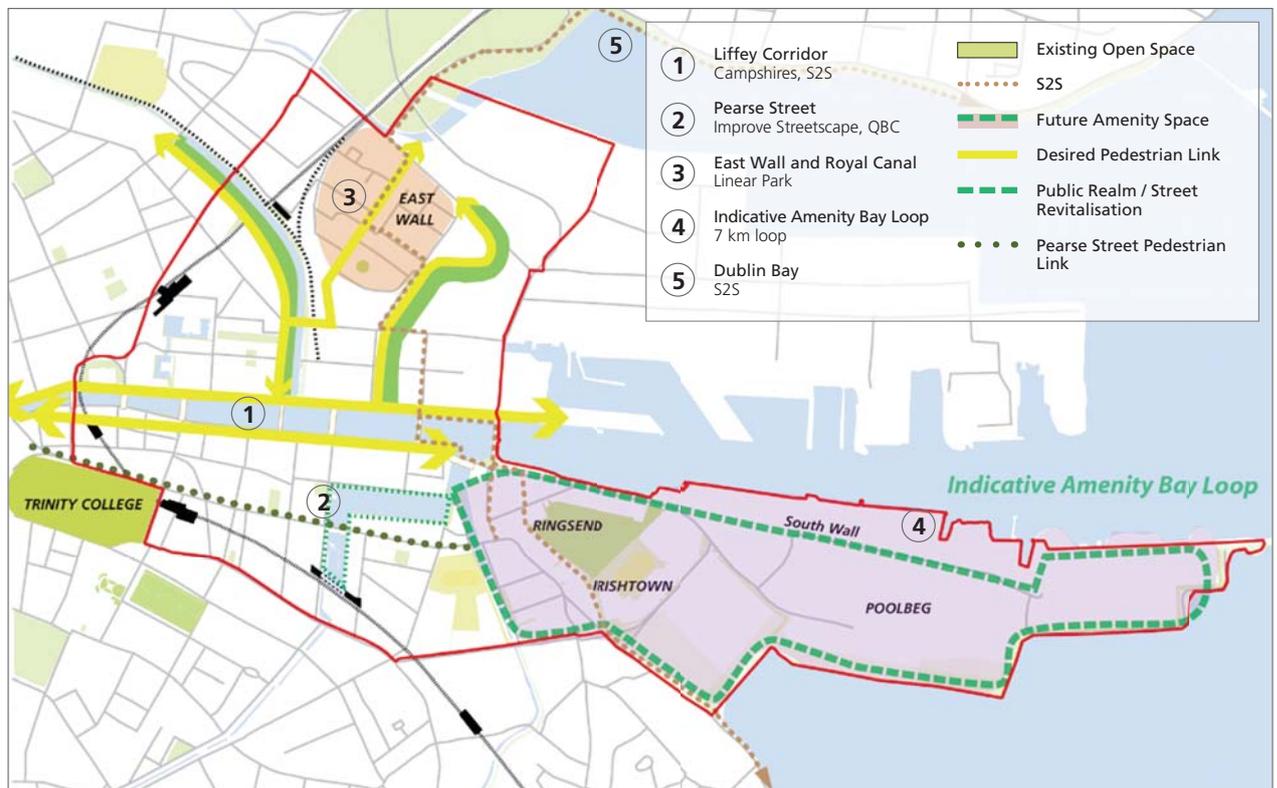


FIGURE 6.6 INDICATIVE CONNECTIONS

At present the east-west links and connections (as shown in Figure 6.7 'East-West Movement' below) are the most established routes within Docklands, creating parallel movements to the Campshires and the Liffey. North/south links (as shown in Figure 6.8 'North-South Movement' below) have historically not been as prominent with only a few bridges crossing the Liffey within the Docklands. The strengthening of the pedestrian/cycle network through existing street patterns and desire lines, and the north/south connection across the River Liffey, are key issues in the Docklands.

As part of the strategy of connectivity, the Sean O'Casey Bridge was successfully implemented, connecting the south side with the chq building. It opened in mid-2005 and became an instant landmark on the River Liffey. In July, the month of opening, the bridge had 678 pedestrians between 5pm and 6pm. By September, two months later, the number had increased to 2,292 pedestrians during the same time window. The Samuel Beckett Bridge is currently under construction and two further bridges are proposed to the west of the East Link Bridge. The East Link Bridge, which is to be transferred to public ownership, will play an important role in north/south connectivity. A new Dodder Bridge is also planned which will connect Sir John Rogerson's Quay with York Road, to enhance east/west movement along the Quays.

In addition to opening up internal connectivity, the abovementioned strategy enhances connectivity with the wider city environment, strengthening links to the north, south and west areas of Dublin City.

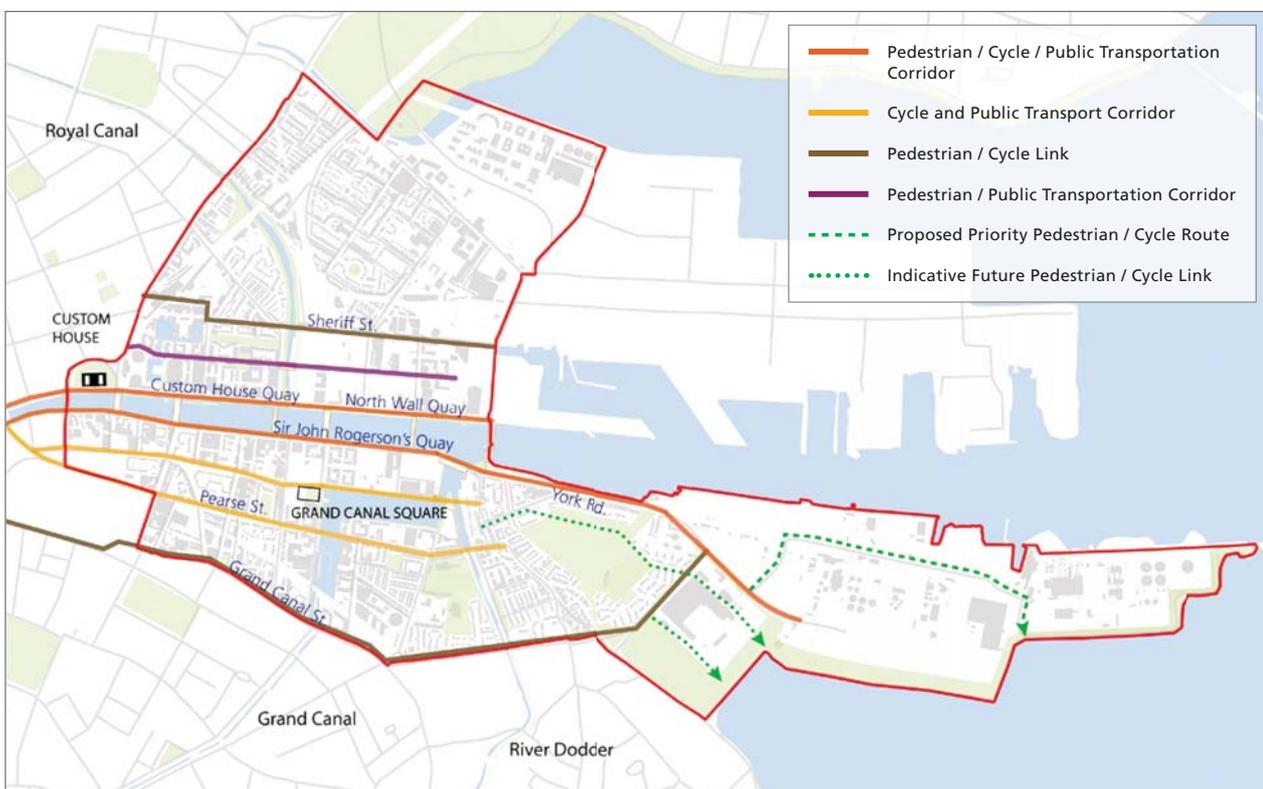


FIGURE 6.7 EAST-WEST MOVEMENT



SEAN O'CASEY BRIDGE

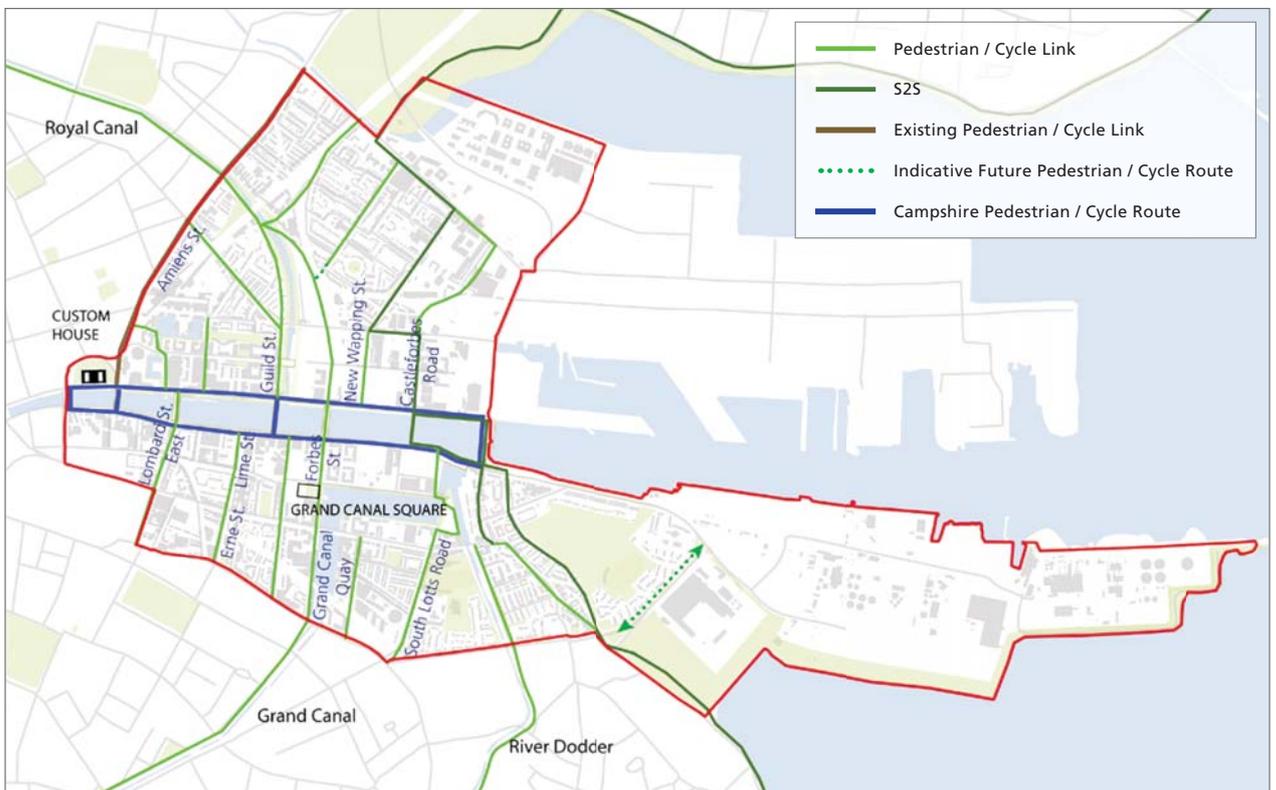


FIGURE 6.8 NORTH-SOUTH MOVEMENT

Active Public Realm

The manner in which development proposals are laid out will play a key role in the long-term success of an area. The 'Department of the Environment, Heritage & Local Government (DoEHLG) Draft Urban Design Manual 2008' outlines the following positive indicators for creating people-friendly streets and spaces, each of which should be carefully considered in layout design of development proposals within the Docklands:

- Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around
- The layout focuses activity on the streets by creating active frontages with front doors directly serving the street
- The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers.

Creating a viable network in the area, made up of pedestrian and cycle paths (as demonstrated in the Figure 6.9 'Pedestrian/Cycle Network' below) will increase access for people with disabilities while also easing access for people with prams, buggies and bicycles. It is vital that ease of access to buildings and public realm is incorporated at an early stage in the design process, and that changes in levels, street furniture and so forth should be sensibly incorporated to ensure quality space for all users. Accessibility for people with disabilities is accessibility for all.

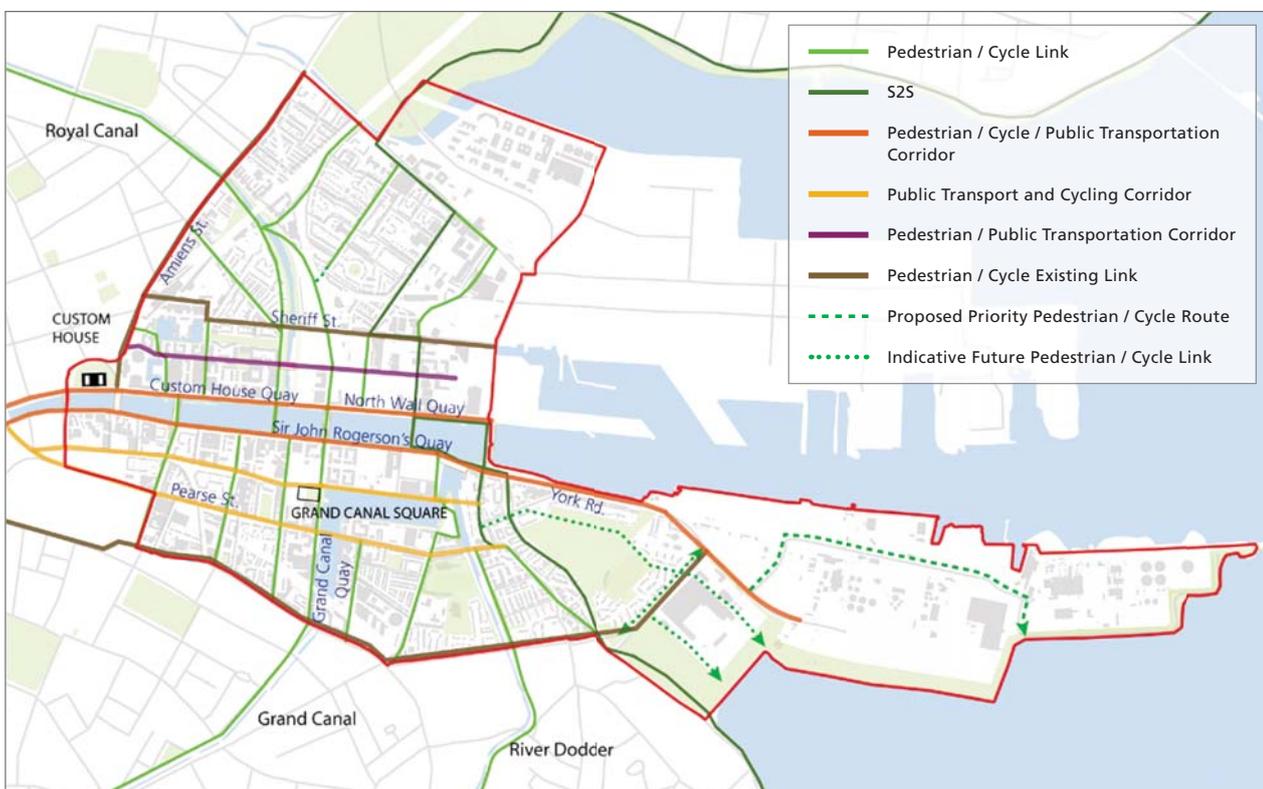


FIGURE 6.9 PEDESTRIAN/CYCLE NETWORK

The public realm should be closely associated with active frontages at street level and the relationship between public, semi-public and private open spaces should be explored through all development proposals. There should be an appropriate intensity of use of all areas at all times. It is vital to create an animated environment throughout the day and during the evening. Restaurants, shops, hotels and cafés can assist in keeping destination points activated until late in the evening, and the mix of uses needs to be carefully considered and implemented to ensure attractive and safe areas.

It is also important that provision be made to set out clearly marked and secure cycle paths, protecting cyclists from vehicular traffic. Widening of existing footpaths and planting of trees to create a pleasant environment for the pedestrian will encourage use of the pedestrian realm. Where development takes place and involves the construction of new and/or improved access ways or roads, where appropriate, pedestrian and cycle links should be given priority over vehicle ways, helping to create a highly functional and permeable network which will link with the public transportation hubs and networks, creating a sustainable and healthy city.

To emphasise the legibility of streets within the Docklands Area, the Authority has also developed a style for signage, which is being implemented to aid orientation and ease of movement around the Area.



PEDESTRIAN AND CYCLE PATHS, CITY QUAY

Public Transportation

There are a significant number of new public transportation initiatives planned in the Docklands. These include the Luas line C1 (currently under construction and close to completion), running to the Point Village with potential for further extension of this line to Poolbeg. In addition, the Interconnector is scheduled to be finalised in 2015. This will connect the existing Northern Rail Line to Heuston Station and provide a new railway station in Docklands, in the western sector of North Lotts. Also under consideration is the potential for a Bus Rapid Transit system, or priority bus route or Quality Bus Corridor (QBC), in the area of Sir John Rogerson's Quay and Gallery Quay.

Having had regard to the above initiatives, planning for pedestrian and cycle ways has taken into account existing and proposed transport infrastructure and nodes, thus providing the potential for strong connections between public transport and amenity networks. As demonstrated in the Figure 6.10 'Pedestrian, Cycle, Public Transport and Amenity Networks' below, this holistic integration lays the foundation for a highly permeable and accessible community, enhancing connections between working, living and recreational areas. Together with initiatives aimed at providing active, safe streetscape, strong connections with public transport networks will help cultivate a vibrant and functional public realm, attracting residents and visitors to the Area.



FIGURE 6.10 PEDESTRIAN, CYCLE, PUBLIC TRANSPORT AND AMENITY NETWORKS

Policies

The Authority will:

Policy UD4

Seek to encourage closer links north and south, both psychologically and physically, by encouraging further pedestrian, cycle, and public transport bridge links and river transport linkages.

Policy UD5

Reinforce and improve the pattern of existing pedestrian and cycle movement throughout the Area in both the east-west and north-south direction through the provision of additional pedestrian and cycle cross-river links in key locations.

Policy UD6

Seek to implement appropriate activities within the River Liffey, as set out in the River Regeneration Strategy and Campshire Vision, which will assist in animating and bringing greater vibrancy to waterways and surrounding areas.

Policy UD7

Encourage, where possible, new developments with an emphasis on sustainable and public modes of transport, in order to minimise car dependency and movement.

Policy UD8

Encourage designers to explore, and creatively respond to, the relationship between public, semi-public, and private open spaces.



SAMUEL BECKETT BRIDGE - OPENING 2010

6.2.3 READING THE CITY - LEGIBILITY OF THE DOCKLANDS

The creation of an environment that is clear and legible allows for ease of movement and orientation while enhancing the experience of the surrounding area.

Visual connections between spaces and areas create a sense of security and aid the understanding and overview of an environment. Wider views to the surrounding environment, such as the Dublin Mountains and Dublin Bay, will have the effect of anchoring the Docklands into Dublin City and acknowledging its unique position on the River Liffey corridor.

The Liffey corridor has the potential to form a coherent architectural expression emphasising that Dublin and the Docklands are situated in a valley with remarkable views of mountains and the Irish Sea. These visual links should be protected and strengthened in development, enhancing the legibility of the network of buildings and orientating markers and spaces that form the basis of the urban landscape of Dublin City.

A careful analysis of any proposed development in relation to the Dublin City landscape and hinterland is required in order to protect and strengthen the Docklands' relationship with its surrounding environment. The consideration of views from buildings, public spaces and movement networks to the wider environment should be integral to any development planning process and the preparation of new, amended, or extended Section 25 Planning Schemes.

Policies

The Authority will:

Policy UD9

Ensure that streets and spaces link together to connect key areas of interest while incorporating the relationship between the water bodies, topography, vistas and markers.

Policy UD10

Seek to enhance the network of buildings, spaces and uses that serve as a series of orientating markers throughout the Docklands Area.

Policy UD11*

Carry out a views study to inform consideration of the impact of development on city views, including those from the Liffey and Dublin Bay.

Policy UD12*

Require all new development carried out under any Planning Scheme and any Amended Planning Scheme to have consideration for the impact of the development on city views.

Policy UD13*

Create an urban design and architectural review process to evaluate appropriate new development and proposals within the Docklands Area, including an evaluation of the impact of the development on city views.



THE LINESMAN, CITY QUAY



CLARION QUAY

Architectural Scale and Design

It is the aim of the Authority to create and reinforce a sense of place within the Docklands, through the commissioning of quality buildings and spaces that facilitate the needs of those living and working in, or visiting the Docklands.

The Area is characterised by varying building types: taller urban office buildings to the west where the Docklands meets Dublin city centre, older residential dwellings in the north East Wall and south west, Ringsend area, and new apartment and office developments in areas adjacent to the Liffey and the docks. To understand this mixture of typologies and to be able to incorporate new buildings and developments sensitively, a strategy on scale and height will be developed within Section 25 Planning Schemes for the area. In addition to built form, designers will be encouraged to integrate buildings with adjacent spaces, whether they be streets, squares, water bodies or open spaces.

In the design process for residential schemes, the layout of the buildings should be carefully considered to comply with the needs of the future residents. There should be adequate storage space as well as layouts designed to facilitate families, seniors, singles and people with disabilities. Communal areas should provide opportunities for interaction between residents, as well as separate and secure bicycle parking.

It will also be the policy of the Authority to actively promote the provision of major public and cultural buildings and spaces to act as focal points throughout the Docklands. Where appropriate, the Authority will undertake architectural and urban design competitions to achieve the highest possible standard of design. For other key buildings and design initiatives, the Authority will engage an urban design and architectural panel to review and evaluate future proposals.

Notwithstanding the above, it is also necessary that future development in the Docklands pays heed to residential guidelines set by Dublin City Council. While these standards are set down as a minimum standard for residential floor areas, they should not be construed as the recommended floor area. Rather, the Authority will seek to encourage the development of a range of floor areas over and above these minimum standards.

The 'Dublin City Development Plan (2005-11)' states that, "A key objective is to achieve the optimum quality and supply of liveable, sustainable apartment housing for a variety of household types and sizes including families with children." Specifically, policy RES 21 aims: "To promote the optimum quality and supply of apartment housing for a range of housing needs and aspirations, including households with children and people with disabilities, in attractive, sustainable mixed-income, mixed-use neighbourhoods with the range of necessary social and other infrastructure."

Dublin City Council has set a target average floor area across a scheme as 85 m². Further, the recommended minimum floor areas for different apartment types are:

- 1 bed: 55 m² minimum
- 2 bed: a range of 80 m² to 90 m²
- 3 bed or equivalent: 100 m² minimum

Having regard to the above standards, it will be the Authority's aim to promote a range of apartments over 100 m², including three-bedroom apartments. Within different areas of the Docklands, the distribution of residential unit sizes and bedroom numbers will vary depending on the balance of mix of use in the Area.

Housing Types

Single and two storey housing has traditionally been situated in East Wall, Ringsend/Irishtown, North Wall, North Strand and City Quay areas. New development continues to take place around the Liffey and the canals. This has created new communities in these areas and a new-found life in the streets. The Authority has been at the forefront of integrated communities since the first Docklands Master Plan in 1997. Along with office developments, residential apartments (incorporating a minimum 20% social and affordable housing) have been established and play an important role in the Area's vibrancy.

Until recently, 70% of these units have been two-bedroom apartments. To attract a broader mix of residents, particularly families, the number of two bedroom units needs to be reduced, while the number of three-bedroom units needs to be increased. Due consideration should also be given to the location of residential unit types in relation to open space and amenities.

Sustainable Design

As stated in the 'DoEHLG Draft Urban Design Manual 2008', the success and sustainability of a development can be measured by its longevity. Due to their adaptability, many buildings within the Docklands have been able to be reused despite the changes from an industrial quarter to that of a residential mixed-use community in the past years. It is essential that such adaptability be continued in the future development of the Area.

The adaptability of developments can be important on a number of levels – adaptability in terms of change of use may be necessary over time (eg, from residential to office space or vice versa); adaptability to respond to the different needs of users; and adaptability to respond to ongoing pressures of energy consumption. Accordingly, it is considered that:

- Design should exploit good practice lessons, such as the knowledge that certain development types are proven to be ideal for adaptation
- Developments should be energy-efficient and equipped for the challenges anticipated from a changing climate
- Where relevant, developments should be extended without adversely affecting existing character, layout and outdoor space

Sustainable design of buildings to create energy-efficient environments both for working and living areas is imperative. This means that buildings should be accessible, secure, healthy, and productive while also minimising their impact on the environment, reducing excessive use of resources such as water and reducing greenhouse gases and the carbon footprint.

In this regard, the Authority will seek to set up an incentive program for progressive sustainable design and consider developing a set of guidelines, in the form of Sustainability Toolkit, to surpass the minimum standards set forth for building energy efficiency in EU Directive 2002/91/EC.

Inappropriate building form can adversely affect the availability of daylight and the potential use of natural ventilation. Conversely, well designed buildings can assist in minimising energy consumption by taking advantage of daylight to help reduce the use of electric lighting, maximising solar gain in winter for heating purposes and allowing natural ventilation to take place. The Authority will seek to ensure that the building orientation, form, layout, fabric, insulation, day-lighting/lighting, ventilation, heating and other systems are appropriately designed and work together as an integrated system. New technologies, such as fuel cells, solar cells, and solar panels, will be actively encouraged.

With growing pressures on water resources and grey water disposal, water management within buildings is imperative to the long-term sustainability of the Docklands and Dublin City. The Authority seeks to encourage significant measures to decrease water use, energy use for water



ALTRO VETRO BUILDING



GALLERY QUAY INTERIOR



LANDSCAPING AT SCOTCH BERTH

heating and the output of grey water. Initiatives such as the provision of a central location for water-dependent facilities in buildings, reuse of rain water, and water heat recovery systems, will all aid in the reduction of water use and cleaner city waterways. In addition, low flush toilets, air mixer taps, and other water-saving technologies will be actively encouraged.

Integral to sustainability is the management of resources during and after their use, such as water and other waste products produced by day-to-day living. Waste management is often one of the last aspects executed in developments, often diminishing the effectiveness of possible outcomes. Accordingly, the Authority seeks to encourage solutions to waste management issues at design stage, such that there is an opportunity to establish sustainable waste solutions through all aspects of development. These solutions will assist in creating environmental models that successfully recycle waste produced within the community, including work environments, households and within the public realm. In particular, opportunity will be made for waste to be separated at source (eg food wastes from material products), thus boosting the potential for recycling and reuse.

With particular regard to the quality of water bodies in and around the Docklands, it is important to acknowledge that the Irish Government has now transposed the European Water Framework Directive (2000/60/EC) into law, requiring the protection of the status of all waters (ie, no deterioration to be allowed) and the achievement of at least a "good status" for all waters by 22nd December 2015. Accordingly, it is necessary that the treatment of waste water associated with land use (whether it be living, employment, travel, or otherwise) be managed in such away that it enters local waterways without polluting them.

The Authority is seeking to reach the highest levels in sustainable waste management across all areas. Development models portraying sustainable waste management have been developed in recent years and include the likes of Hammarby in Stockholm. Hammarby provides a working example of possible initiatives that may be incorporated into the Docklands, including an eco-cycle model for the handling of energy, waste and water. A waste and energy processing model will benefit the community and the environment, and all new initiatives in the Docklands will be encouraged to adopt such sustainable models.

Scale and Height

Despite significant growth over the past 20 years, Dublin has remained, for the most part, a low-rise city. Notwithstanding this, since the regeneration of the Docklands began, the project has successfully introduced higher-density living and working environments into the city than had previously been the case (with a few exceptions). Through increased social mix, density, use, open space, and building typologies, a sustainable city community has emerged, along with a base for creating transportation hubs and stronger links to the wider environment.

The River Liffey has played a pivotal role in the growth of Dublin over the centuries and its relationship with the city remains equally important as we move into the future. Forming the centre axis of the Dublin city landscape, development has always taken place down the river corridor, shaping the image of Dublin in its numerous forms. As stated in '*Managing Intensification and Change*' (DEGW, 2000), "*The River Liffey has always been at the heart of the city's identity*". Accordingly, built form within the Docklands area should seek to enhance character within the city and balance along the River Liffey corridor, having regard to such matters as views along the River corridor, historical significance of the adjoining buildings, and building a strong connection between north and south of the river.

Dublin City Council has progressed studies in relation to the scale and height of development at a Dublin City scale, seeking to provide a rationale for the same around the pressures for accommodation, transport infrastructure and capacity for future development. The '*Managing Intensification and Change*' report prepared by DEGW in 2000 identified the Docklands Area as having

potential for new character areas, possibly developing new morphologies and innovation in form, functions, and management structure. In addition, the report identified indicative locations for high buildings and clusters. The sites have been considered within a city and transport context. Included within the indicative locations is an area on the south side of the Docklands, being the termination point of long views along the river corridor.

'Managing Intensification and Change' (DEGW 2000) also outlines criteria and potential locations for high buildings in Dublin. The report states that in the context of 'high clusters' the criteria for identifying potential locations is based on "direct access to public transport from regional and citywide networks; availability of large brownfield sites to support the scale and extent of such development; relative distance of new high activity 'places' from established activity nodes within existing areas to ensure they are not compromised." (DEGW, 2000, p. 59).

Having regard to the above matters, the Authority has sought to ensure that development within the Docklands has due regard to its location and surrounding context and, in particular, its relationship to the wider city and the River Liffey corridor. With regard to scale and height of buildings, the Authority will give due regard to the following matters:

- Where appropriate, regard should be given to the coherent nature of built form that has established itself along the River Liffey corridor. Future built form established along the Dockland Quays should have due regard to existing form, while acknowledging the pattern of taller buildings developing as the River Liffey widens towards the east
- Acknowledgment that the built form along the Liffey forms a shoulder level to the river corridor of an evolving height/data is essential
- Landmark buildings (such as the proposed U2 Tower) shall be considered where they are truly emblematic of the community's location at the heart of Dublin, on the River Liffey corridor, and at the mouth of the Dublin Harbour
- In appropriate areas, where development may substantially benefit from public transport or connections to the wider city, or vice versa, clusters of high density and tall buildings may be considered appropriate
- Consideration of the height and scale of buildings shall be dependent on the provision of high quality architectural design, public realm, open space and community gain, residential amenity, the proper planning of sustainable neighbourhoods and connectivity to public transport

Mixed Use

Previously, residential areas, retail areas, amenities, schools and transportation have been seen as separate zonings in separate areas. Mixed-use developments are based on the idea that different uses and housing typologies are mixed together in one development or building and, through the mix of use, variety and diversity is achieved, allowing for retail, amenity and job opportunities in the vicinity of residential living. This has the potential to result in higher, more diverse living densities, reduced use of car and commuting times, and greater viability of public transport.

During the past decade, the Docklands has started a rapid transformation from a residential and industrial harbour front area to a mixed-use city community. Apartment developments with retail at the ground floor have been promoted along with offices, public open spaces, and access to public transportation side by side. New developments in the North Lotts and on the Poolbeg Peninsula will continue to strengthen the qualities of existing mixed use. North Lotts is envisaged to become denser and will, in the future, provide for further public transport, including a stop on the Interconnector and the Luas lines. Future development in Poolbeg will offer living in close proximity to the City Centre with easy access to open space, shops, local services and public transportation.

Policies

The Authority will (or will require):

Policy UD14

Encourage designers to integrate buildings with adjacent spaces, whether they be streets, squares, water bodies, or open spaces. This response should address design elements such as activity, form, and scale.

Policy UD15

Actively promote the provision of major public and cultural buildings and spaces to act as focal points throughout the Docklands Area. Explore and identify future key locations for these buildings in areas such as North Lotts and Poolbeg.

Policy UD16

Use architectural and urban design competitions as an essential tool in securing the highest standard of design for different areas.

Policy UD17

Seek a coherent architectural expression to both sides of the Liffey and the Royal and Grand Canals, so that their respective corridors can be read as an entity.

Policy UD18

Encourage the design of buildings that are an appropriate response to the form and scale of their surroundings and ensure that the architectural design articulates and encourages active frontage and entrances.

Policy UD19

Develop and implement a scale and height strategy for all component areas through adopted and proposed Section 25 Planning Schemes and in accordance with Policy LU3.

Policy UD20

Consider high buildings proposals in the light of the criteria set for such buildings in the *'Dublin City Development Plan 2005-2011'* and subsequent plans and approved Planning Schemes and in particular to locate tall buildings and clusters strategically as markers and in accordance with Policy LU3.

Policy UD21*

All relevant Section 25 applications to be assessed for daylight, sunlight and shadow impact on existing and proposed residential development and on existing and proposed open spaces.

6.3 OPEN SPACE, LANDSCAPE AND AMENITY

Introduction - An Urban Landscape

The urban landscape starts at the doorstep of the building and consists of streetscapes, neighbourhood parks, area parks, coastal stretches and waterfronts. This diverse landscape resource offers the opportunity to create an inspiring public realm (see Figure 6.11 'The Urban Landscape' below).

The completion of Grand Canal Square in 2007 has achieved a high standard of public realm in the Docklands and shown that contemporary landscape architecture can be innovative in design, attractive, suitable for multiple uses and users and also revitalise and contribute to the profile of an Area.

A key issue in strengthening of the public realm in the Docklands is to create a network that will consist of the pedestrian and cycle structure, including neighbourhood parks, urban parks and other amenity spaces. The purpose of this network is to create a layer of animated and dynamic spaces where both children and adults can move within a safe and pleasant environment, reducing the impact of vehicular environments, pollution and noise.

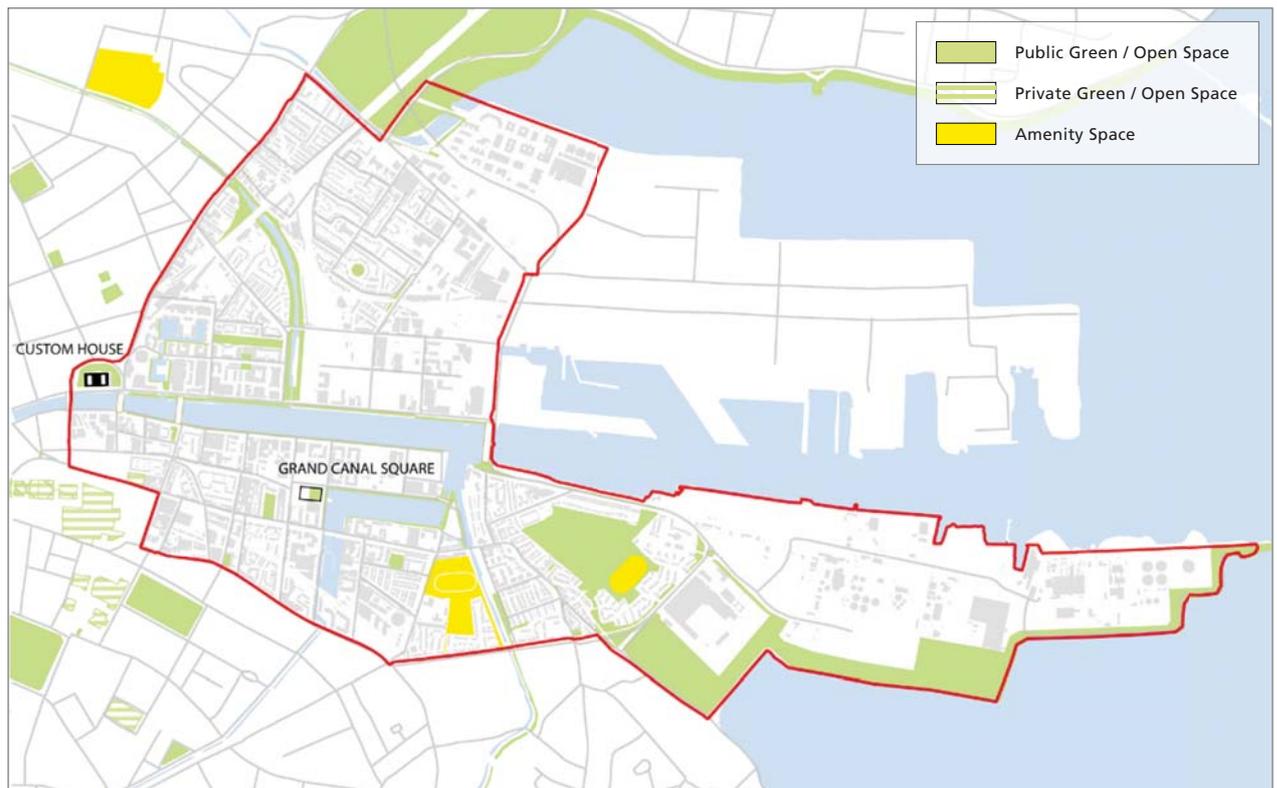


FIGURE 6.11 THE URBAN LANDSCAPE

6.3.1 LINKS AND CONNECTIONS

A cohesive and connected Docklands should be promoted through improved pedestrian and cycle linkages between areas and, in particular, the proposed new bridges crossing the Liffey and the River Dodder which will provide further opportunity for continuity of the movement network throughout the Area. In order to be successful, movement networks need to be inviting, overlooked by development and connected to public spaces. Clearly marked pedestrian and cycling paths along roads and buffer zones between traffic and sustainable modes of transportation should be lined with appropriate landscaping, including trees and shrubs. Nodes and stops within networks are made up of parks, play areas and urban spaces that are interlinked with public transport and key areas of interest. Meanwhile seating, offering stopping and resting options implemented in animated, overlooked and well-lit areas, encourages an integrated use of space. The conscious and integrated planning of the interface between developments and the public realm is to be encouraged.

Waterways continue to play an important role in the overall strategy for public realm and amenity space. The consideration of the River Liffey as a key connector between the north and south sides of the Docklands will assist in building cohesiveness between the two areas. By way of example, the River Liffey provides opportunities to link the Docklands and the wider area by boat. The Liffey Ferry has become an integral linkage and crosses frequently between Sir John Rogerson's Quay to North Wall Quay, and there are suggested proposals to implement a commuter ferry from Poolbeg to O'Connell Street Bridge.

In addition to the above, the Grand Canal currently provides for strong amenity routes leading into Grand Canal Dock, while the Royal Canal will form part of an overall strategy for an integrated park through the North Lotts and joining up with the River Liffey. Implementation of the Campshire Vision along with the introduction of activities on the River Liffey will also have the effect of extending amenity space in the Docklands, bringing increased opportunity for a variety of social and cultural activities to the city centre.

The Sutton-to-Sandycove (S2S) cycle and pedestrian route will increase access around Dublin Bay. This link will run along the coastline into the Docklands and connect through the promenade on the Campshires as a continuous space along the river edge, to the rest of Dublin City. The route will open up the opportunity for a connected recreational and leisure facility for all ages, and provide the missing link for the city-dweller experience of Dublin Bay. The public promenade and cycle route of the Campshires has a central role to play in the implementation of the Sutton-to-Sandycove route and its wider link to coastal towns and communities dotted along Dublin Bay.

Policies

The Authority will:

Policy UD22

Develop and implement a strategy for a walking and cycling path network for the Docklands Area, including 'resting options'. These paths should interlink with public transport nodes, key areas of interest within the Docklands, and with the surrounding walking and cycling networks in Dublin.

Policy UD23

Emphasise pedestrian and cycle movement to aid the integration of the Docklands area into established parts of the City promoting urban cohesion and connectivity. Develop permeability through stronger links between open spaces, particularly new bridge crossings along the Liffey and the Dodder, and the provision of a new link from Trinity College to Pearse Street.

Policy UD24

Continue to develop and implement the Liffey campshires as public promenades and cycle ways as outlined in Draft River Regeneration Strategy 2008 and Docklands Campshire Vision.

Policy UD25

Seek to ensure that commercial enterprises plant and landscape their grounds in a manner that connects to the overall public realm.

Policy UD26

Promote the development of connected public open spaces throughout the Area whether as improvements of existing spaces or as new spaces in redeveloped areas in accordance with approved Planning Schemes.



PEDESTRIAN NETWORK

6.3.2 PUBLIC REALM (PUBLIC OPEN SPACE AND AMENITY)

As portrayed in Figure 6.12 below, the Docklands contains a number of open spaces varying in size and quality, including areas of open space associated with residential developments, neighbourhood parks, linear parks along the canal, and larger local area parks. The River Liffey makes a strong contribution to amenity areas and will be further enhanced in the future by the River Regeneration Strategy and the reanimation of the Campshires. In addition, streets form an important part of open space and many mixed-use developments contain semi-private open spaces that have a strong relationship with surrounding public areas. Playgrounds, sports pitches and other recreation grounds are also essential in a healthy community and need to be considered as part of the wider potential network of open spaces.

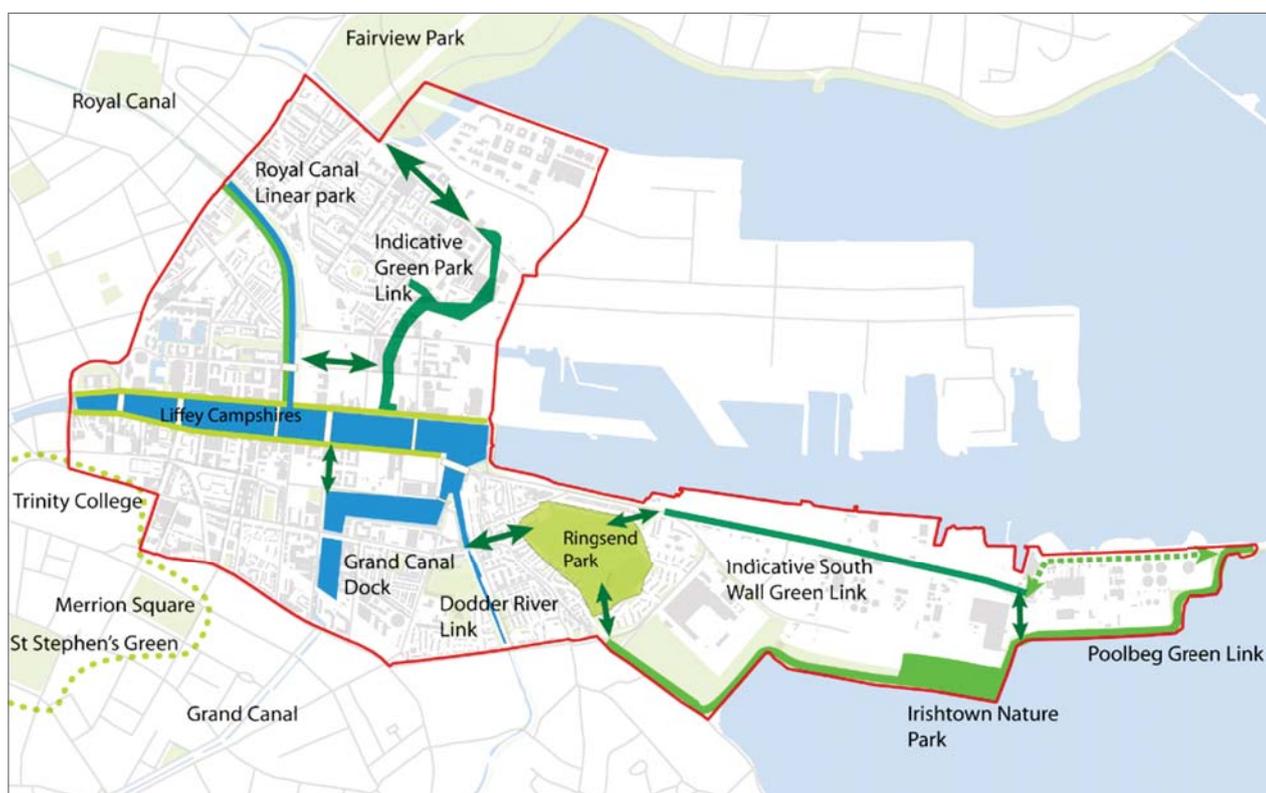


FIGURE 6.12 INDICATIVE KEY AMENITY AREAS

Acknowledging the importance public realm has to play in the health of society, the World Health Organisation (WHO) has released '*Global Age-friendly Cities: A Guide*'. The document observes that "ageing is a lifelong process" and, therefore, "an age-friendly city is not just "elderly-friendly"". For example, "barrier-free buildings and streets enhance the mobility and independence of people with disabilities, young as well as old". The benefits of quality public realm are likely to be felt community wide and therefore, wherever appropriate, the following principles (adapted from the WHO document) should be encouraged:

- A clean city – free of excessive and/or harmful noise, pollution and odour
- Well maintained and safe green spaces with adequate shelter and seating

- Pedestrian friendly walkways free of obstruction
- Outdoor seating, particularly in parks, at transport nodes and other frequented public spaces
- Well maintained, smooth, level, non-slip and wide pavements and roads, with tapered curbs
- Pedestrian crossing lights that allow sufficient crossing time for all users

In addition and to ensure well integrated open spaces are achieved, they must be carefully designed to be incorporated as intrinsic parts of development and the public domain, so the relationship between interior and exterior is enhanced. Overlooking of spaces in a manner that will ensure the passive supervision of spaces and careful integration of buildings is crucial for a successful public realm. The management of the public domain and open spaces should be carried out in accordance with the Integrated Management System initiative.

Semi-private open spaces, as part of housing or apartment developments, should be developed to become usable and attractive areas for meeting, playing and sitting and situated in such a way that maximum sunlight makes the spaces attractive all year round. Designers should consider the relationships between the interior and exterior and encourage a flowing use of both building and outside space. Divisions between semi-private and public spaces should be minimised and preferably avoided to promote proper integration of all spaces.

Linking spaces with each other and new developments, while improving existing parks and creating new urban spaces, will assist in improving the amenity potential of the Docklands. By way of example, in the current North Lotts Planning Scheme, planned mixed-use development in the North Lotts will offer linked green open spaces and higher accessibility to the water edge. Two new major public spaces at Station Square and Point Square will be centred on accessibility to public transportation and increased provision of open space on the north side of the Liffey. A public park which can enable active recreation should be considered in any proposed extension of the North Lotts Planning Scheme which would act as part of a larger connected amenity network connecting the River Liffey to East Wall Road and the area north of Sheriff Street Upper. The proposed Section 25 Planning Scheme for Poolbeg will propose new mixed-use development and public transport provision to Poolbeg, which could make this area an increasingly visited amenity space.

For larger parks, such as Sean Moore Park and Ringsend, there are plans to further integrate these areas into the urban fabric of the Docklands. In particular, it is proposed that Sean Moore Park be upgraded and improved as part of the proposed Poolbeg Planning Scheme, and Ringsend Park be traversed by a new public transport connection, which could promote greater activity throughout the day.

Open Space for Sports

Outdoor spaces in the Docklands will offer the choice and opportunity for the residents to lead a healthy life. The continued integration of athletics and sports facilities in co-operation with local sport clubs and community groups are important elements of the public domain. To ensure incentive for all age groups, the use of public spaces by different ages and physical abilities should be actively accommodated. Suitable facilities such as exercise zones for older generations will promote active ageing.

Community Greening Initiative

The Authority's Community Greening Initiative encourages and aids the community to become involved with the development and maintenance of the public realm, allowing for a sense of ownership. A number of new play areas have been developed with input from the community, but it is important that this process be carried forward into new projects.



GRAND CANAL SQUARE



INNER DOCK, IFSC



LANDSCAPING AT NORTH WALL QUAY

It is proposed to set up, in co-operation with the local allotment association, a number of sites suitable for allotments where the community can cultivate fruits and vegetables. There is a growing interest in healthy eating and growing food closer to home in order to reduce the carbon footprint, and areas such as Ringsend Park, Royal Canal Park and small neighbourhood parks present great potential for this type of greening.

The benefits of allotments include:

- Through the wide range of plants grown and habitats created for wildlife, allotments can become as green oases in the city and increase biodiversity
- Allotments help to increase opportunities for social interaction. There are no walls or hedges between plots: gardeners enjoy talking about their shared interest almost as much as growing produce
- Allotments can help increase physical activity: fresh air and exercise are seen as increasingly important to maintaining health

It is also proposed that community gardens can be developed as roof-top gardens, providing usable communal space in areas that have not before been used productively.

Play Areas

Play helps both children and adults to reach their full potential. It exercises body and mind, helps people to socialise and learn, and challenges people physically and mentally. The success of a play area lies within its integration into the surroundings and responsiveness to the needs of the local community. Play areas of all sizes for all types of areas need to be visible (providing passive surveillance), well visited, in well-lit attractive areas and easily accessible.

Larger play areas should be situated in dynamic spaces such as parks or public urban areas, widely overlooked by passers by, offering a variety of equipment for all ages, benches and a pleasing, often green, setting.

Play areas situated within a residential neighbourhood serving a smaller number of houses should be widely dispersed in the Docklands. Children will most likely have to walk a few minutes from their house to get to these play areas and they will be overlooked by surrounding residential dwellings. They could offer a range of equipment such as springers, roundabouts, swings, slides, seasaws, and other play equipment.

Play areas within 'homezones' (neighbourhood streets where a greater balance between pedestrians, cyclists, vehicles and other users is achieved) should be incorporated into all new neighbourhoods. They should be within one minute of, and closely overlooked by, housing. They are incorporated as a part of a homezone area in a street, which has been appropriately surfaced, creating a streetscape with trees, grass and shrubs and a range of play equipment.

Play areas need to offer spaces for all ages, places to meet, move, chat, run, jump, and skip; they create great animated and lively places which promote the health, liveliness and energy of the city.

The *'Dublin Docklands Play Space Guidelines'* identify the uneven distribution of play areas in the Docklands due to the concentration of development in certain areas and the importance of developing connecting play areas offering other play options such as active sports facilities. The development of 'play-scapes' from the natural environment such as levels and planting can be just as beneficial as the implementation of actual equipment.

Policies

The Authority will:

Policy UD27

Promote the development of public green spaces throughout the Area, whether as improvements of existing spaces or as new spaces in redeveloped areas, in accordance with approved Planning Schemes.

Policy UD28

Encourage the rehabilitation of neighbourhood parks, in association with Dublin City Council, through the promotion of community participation in planning and managing their future development.

Policy UD29

Seek to ensure that usable private or semi-private landscaped open spaces are carefully considered, so that the relationship between the interior and exterior spaces is enhanced.

Policy UD30

Promote the 'Community Greening Initiative', a strategy aimed at increasing the sustainability of the Docklands Area involving local people in the improvement and maintenance of open areas and amenity spaces.

Policy UD31

Promote the development of athletics and other active recreation facilities both North and South of the Liffey, including water-based activities on water bodies, in co-operation with local sports clubs, community groups, and other existing sport bodies.

Policy UD32

Promote the provision of a major recreation and sports facility within the Area, suitable for use by the surrounding community.

Policy UD33

Seek the development of two major public squares at Station Square and Point Square respectively, in accordance with the Docklands North Lotts Planning Scheme.

Policy UD34

Seek to reinforce and enhance the Irishtown Nature Park on the Poolbeg Peninsula.

Policy UD35

Seek to provide a network of play areas implemented according to the 'Docklands Play Space Guidelines'. Locate these play areas in strategic locations overlooked by areas of housing and linked by pedestrian and cycle pathways.

Policy UD36

Implement a linear park suitable for active and passive recreation and incorporating cycle and pedestrian routes along the Royal Canal.

Policy UD37*

Maximise the use of green open spaces to facilitate sustainable drainage systems and enhance the potential for biodiversity.

Policy UD38*

Prevent contamination of waters (surface, ground and coastal) arising from disturbance of existing contaminated lands.

Policy UD39*

Minimise potential negative impacts on waters (surface, ground and coastal) during construction, reflecting best practice.

Policy UD40*

Create a landscape network as part of the Master Plan that not only acts as a flood protection measure but also enhances the potential for biodiversity and movement.

6.3.3 STREETSCAPES

Many of the streets perpendicular to the waterfront are uninviting to walk along, as they are used for both traffic and parking, footpaths are narrow and there are no cycle paths. By making these streets more user-friendly and attractive, accessibility to the waterfront will be improved.

It is necessary for the development of the public realm of the Docklands that a strategy for the treatment of streetscapes is developed, providing guidance on landscape treatment such as tree planting, appropriate surfacing, seating, pedestrian and cycle paths and pocket play areas.

Developing the streetscapes as safe and pleasant spaces, particularly for children, pedestrians and cyclists, based around key desire lines in the Docklands will enhance the public realm and the quality of life.

Street Furniture

Careful consideration needs to be given to the use and purpose of street furniture. Streets are often cluttered through haphazard distribution of bollards, lights, street signs, manholes, small substations, electrical fittings, etc. Clutter of this nature often hinders movement on footpaths and urban spaces and creates visual barriers. However it is of the utmost importance that the level of public lighting provided should enhance the feeling of safety and security in the Docklands public realm.

Setting out of street furniture should be incorporated at the design stage of any development and there should be adequate benches to provide seating along pedestrian routes particularly to aid those with impaired mobility. Adequate and secure bicycle parking should be provided adjacent to residential retail and amenities areas and particularly in relation to public transportation hubs. The *'Health, Safety & Accessibility Audit for the Docklands'* (prepared by Healy, Kelly, Turner & Townsend, September 2006) outlines hazards in the public domain and how they can be prevented, promoting equality and the avoidance of risk.

The Authority has introduced a street signage design that guides the user through the area while at the same time introducing the history of the Docklands. There are further plans to incorporate public toilets in strategic locations in the area and bicycle hire schemes making hundreds of bikes available from widely dispersed bicycle racks.

Policies

The Authority will:

Policy UD41

Promote the enhancement of streetscapes to create safe streets and secure environments. Seek to provide a set of guidelines for the treatment of different types of streets, developing a hierarchy of streets and treatments.

Policy UD42

Seek the greening of existing streets and spaces, together with the provision of new or improved street lighting, bicycle parking, and well-designed furniture, spaced at regular intervals.

Policy UD43

Seek to ensure that uses within buildings, particularly at street level, actively contribute to the animation of the public realm.

Policy UD44

Continue to implement a recognisable Docklands style for signage (including the use of the Irish language), street furniture and landscaping.

Policy UD45

Require developers to design developments with active frontage onto proposed urban spaces in a manner that will ensure the passive supervision of spaces.

6.3.4 WATER BODIES

Water bodies provide a sense of place and heritage in the Docklands, and have outstanding amenity value, both for active recreation in the form of water-sports and for passive recreation in the form of scenic views and walks. As shown in Figure 6.13 below, the River Liffey, the Royal Canal, River Dodder, River Tolka, Grand Canal Dock and the coastal stretches, particularly in Poolbeg, generate a very exciting and diverse public realm in the Docklands.

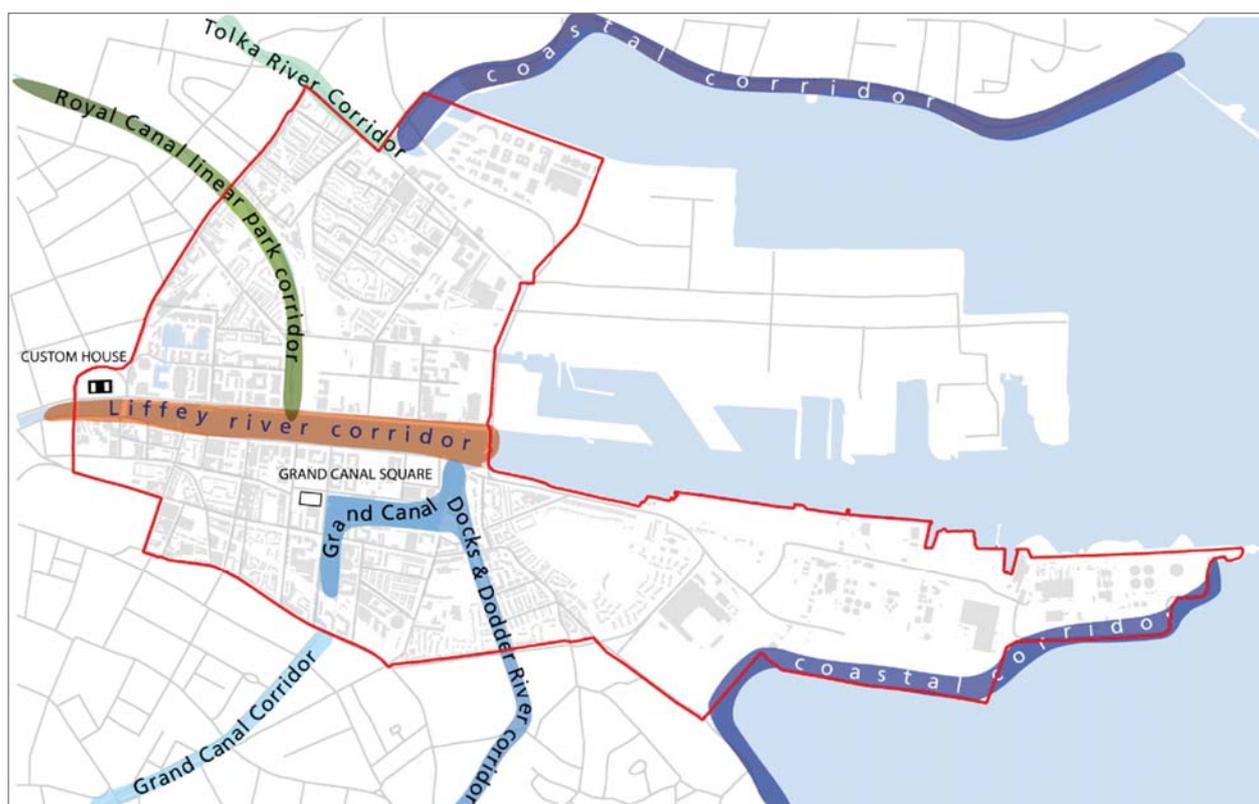


FIGURE 6.13 STRATEGIC AMENITY CORRIDORS

Continuous improvements along the water edges and maintenance of public right of way, such as the improved landscape treatment along the Campshires and the implementation of the Grand Canal Square, will further increase the amenity potential in the Docklands. In order to create a successful waterfront it is important to create connections and destinations and animate the water with a diverse range of options for public and private uses. The proposed greening of the Campshires will give pedestrians and cyclists a prominent place, creating a secure and continuous environment. Trees along the waterfront will give the Campshires a sheltered and warm character to promote a lush and green appearance. Activities on water and land should reinforce each other and create key destination points.

Improving footpaths and cycle paths along the River Liffey will significantly enhance movement, while encouraging public transportation along the quays will animate the edges of the River Liffey. There are proposals to eliminate vehicular traffic in front of the Custom House

and to create a citywide destination point on the Liffey and restore the Custom House to the setting it deserves. This space would further be connected to the River Liffey boardwalk implemented along Ormond Quay and Bachelor's Walk and create a recreational horizontal plain running from the edge of the building to the River Liffey.

The proposed construction of the U2 Tower and the proposed Dodder Bridge connecting Sir John Rogerson's Quay and York Road will give the Dodder River increased prominence on the Liffey. The regeneration of the river is imperative and it is proposed to establish weirs to maintain a constant water level and ameliorate the banks to strengthen it as a public amenity.

There should be focus on increasingly animating the water bodies. Pigeon House Harbour in Poolbeg, which is proposed to be developed for recreational and leisure use, could become the embarking point for a public transportation water ferry to O'Connell Bridge. Opportunities for house boats, which contribute to the life along the water's edges, should be actively encouraged.

The Royal Canal Linear Park scheme will effectively re-open the Royal Canal to the River Liffey. On 29th May 2008 an important step in the restoration of the Spencer Dock Sea Lock took place with the new outer, tidal lock gates being installed. Following its completed restoration later this year, vessels will be able to safely navigate from the Royal Canal to the River Liffey for the first time since its closure in the early 20th Century.

The works are also a further step to the full restoration of the Royal Canal as a public amenity. The Royal Canal Linear Park will feature floating gardens, playgrounds, pavilions, new bridges and sporting facilities. The 1km long park will provide a visually striking public amenity green space covering six hectares in the North Lotts area of the Docklands.

The Authority's River Regeneration Strategy initiative is designed to bring new water-based businesses to the River Liffey. The proposed water base activities will assist the city in recapturing public life along the river edge, increasing vibrancy and attracting further visitors to the area.

There are opportunities to enhance water sports in and around the water bodies. The Grand Canal Dock currently presents opportunities for windsurfing and kayaking and it occasionally serves as the training pool for triathletes. Along with the Viking Splash Tours launching their amphibious trucks in the Dock, there certainly is life at the water edge in the dock. The exciting project to locate a floating swimming pool in the Liffey will also serve to increase the public perception of the Docklands as an area for water sports.

The proposed amendment to the North Lotts Planning Scheme will consider creative and innovative development proposals for the campshire and river, provided they are consistent with the amenity and conservation of the area and enhance the use of these amenities by members of the public.

Policies

The Authority will:

Policy UD46

Maximise and enhance the amenity potential of the water bodies in accordance with the River Regeneration Strategy and all other relevant Docklands strategies, including consideration of innovative forms of intervention to enliven the Liffey Quays, subject to consistency with the amenity and conservation of the area and the enhancement of the use of these amenities by the members of the public.

Policy UD47

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 constant water level.

Policy UD48*

Promote the creation of public access to Pigeon House Harbour and investigate the feasibility of developing the harbour for public recreational and public boating purposes.

Policy UD49

Continue with Waterways Ireland to provide public amenity use in the Grand Canal Basin. Seek the provision of a continuous walking path and public space around the edge of the outer dock.



DUBLIN CITY MOORINGS

6.4 CONSERVATION

Introduction

The transport, maritime and power generation history of the Docklands has left a legacy of architectural and cultural heritage in the Area, providing it with a distinctive and unique character. The character of the Area, structured around the Liffey corridor, contains numerous heritage features of value at a local and national level. Perhaps most noteworthy, and standing as one of the elements that shaped the Docklands through history, is one of Ireland's finest Georgian monuments, the Custom House. The formation of much of the Docklands was a result of the opening of the Custom House in 1791. This important civic landmark was the catalyst of expansion downriver and its subsequent increasing importance, which led to the reclamation of much land and its development for factories and businesses that now form the heart of the industrial and architectural heritage of today.

The recently refurbished chq building at Custom House Quay, one of the earliest and most extensive cast-iron roof structures in Europe. The conservation and refurbishment of this important building by the Authority was recognised at the 2008 Irish Planning Institute's National Planning Awards, winning the Conservation Award.

In addition to larger historic structures there are numerous examples of fine cut-stone quay walls and canal locks, interesting bridges and a range of domestic buildings with a strong visual character.

While buildings/features within the area are included on Dublin City Council's Record of Protected Structures (RPS), the architectural heritage cannot be divorced from the urban landscape in which it is situated. The Docklands' unique identity incorporates the built heritage, archaeology and the natural environment. The conservation and sensitive management of these qualities, along with a vibrant approach towards a viable and sustainable future development, is central to the policies of the 'Dublin City Development Plan (2005-11)'. Within the ambit of conservation, it is necessary to consider the qualities of the individual heritage features and, in addition, its relationship with the wider landscape and urban environment (such as important vistas, public open spaces, interfaces between space and built form, and the scale of development).

A key factor in any successful plan for the Docklands will be the conservation of important heritage features, in order to maintain a sense of place and history and to provide the area with a resource that can be developed to create an environment unique to the Area.

Requirements under the 1997 Act

The 'Dublin Docklands Development Authority Act' (1997) requires this 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, redevelopment, 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."



CUSTOM HOUSE



HARBOUR MASTER



LIGHTHOUSE ON SOUTH BULL WALL

Relevant Conservation Documents and Policies

A number of 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 Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999. Under the powers of this Act the NIAH (a section within the Department of the Environment, Heritage and Local Government) are compiling an ongoing review identifying and recording the Architectural Heritage of Ireland, from 1700 to the present day
- ‘*Architectural Heritage Protection: Guidelines for Planning Authorities (2004)*’ has been published by the Department of Environment, Heritage and Local Government, the aim of which is to assist planners and others in understanding the guiding principles of conservation and restoration.

As part of the preparatory work for the original Docklands 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 a building’s importance.

6.4.1 CONSERVING AND RESTORING IDENTITY

The history of the Docklands has left a legacy of buildings, artefacts and cultural heritage that gives the Area a unique character. A key factor in any successful plan for the Docklands will be the conservation of the key features of heritage importance, thus ensuring a sense of place and history is maintained. Accordingly, Docklands Master Plan makes provision to ensure that protected structures and other features of architectural, historical, archaeological, artistic, cultural, scientific, social and technical interest, which contribute to the heritage quality of the Docklands, are appropriately protected and considered during the ongoing development of the Area.

New and appropriate interventions and developments should be encouraged throughout the Docklands, while retaining the significance of important buildings, features or structures which contribute to the local character or community identity. Article 22 of the ‘*Burra Charter*’ (1990) specifies “*that new work may be sympathetic if its siting, bulk, form, scale, character, colour, texture and material are similar to the existing fabric, but imitation should be avoided. New work should be identifiable as such*”. The nature of new interventions should combine the architectural and historical character of the original fabric and appropriate adaptation, whilst also considering the needs of contemporary life and assessing the suitability of proposed new uses.

The Authority will undertake an ongoing review of the Record of Protected Structures, in consultation with Dublin City Council, investigating buildings which should be considered for removal from or addition to the list.

It is suggested that the following buildings be proposed for review for potential deletion from Record of Protected Structures:

- **Ref 3313** – Former Lockkeeper’s Cottage, at Britain Quay. Grand Canal Dock area including Grand Canal Basin, Dublin 4.
- **Ref 5595** – 82 North Wall Quay (Twill Building), North Wall Quay, Dublin 1

Such review would be accompanied by an appropriate Conservation Report.

It is proposed that a sustainable approach to the protection and conservation of the built environment should also allow for an ongoing review of all recent new buildings within the Docklands, which in effect could be the heritage of tomorrow and may warrant future designation. Documents pertaining to important heritage features and new structures should be sent for archive to the Architectural Archive on Merrion Square.

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. It will be the objective of the Authority to retain and strengthen the continuous civic amenity and the linear aspect of the Liffey Quays, which can be punctuated by appropriate amenity-related functions.

Policies

The Authority will (or will require):

Policy UD50

Review the Record of Protected Structures, in consultation with Dublin City Council. Consider existing buildings that should be placed onto the RPS, and investigate any further buildings that are on the list that should be suggested for removal.

Policy UD51*

Seek to retain and incorporate sensitively into new development all Protected Structures in the Docklands Area (subject to UD 52), other than in exceptional circumstances.

Policy UD52

Ensure that the settings of protected structures are taken into account in assessing new developments.

Policy UD53

Retain and strengthen the linear aspect of the Liffey Quays, as a continuous civic amenity punctuated by appropriate amenity, civic, tourist, cultural and related facilities and uses, which complement the character, civic design, and vistas of the river and its quays.

Policy UD54

The Liffey Quays shall be retained and any proposed development shall be in accordance with the requirements of the *'Architectural Conservation Guidelines for Planning Authorities'*, and shall ensure minimum physical impact on the quay walls which are identified on the Sites and Monuments Record (SMR) and / or included in the Record of Protected Structures (RPS).

Policy UD55*

Explore the possibility of exposing and restoring that part of the Great South Wall currently underground, possibly as a waterfront edge.

6.4.2 CONSERVATION PRINCIPLES

With regard to the previous discussion, it is considered that the following conservation principles should be given careful consideration prior to development of, or around, protected structures.

Use

Given the changes taking place in the Docklands, it is likely that many protected structures will be involved in ongoing redevelopment, whereby their reuse may need to be determined. It is considered good practice to ensure that any proposed use of protected structures has regard to the appropriateness of the structure to house such uses, taking into account not only its physical form but also its historical use.

Interventions and Additions

The success of interventions and additions to protected structures will be dependent on the level of understanding gained about the same. It is considered appropriate that where any protected structure is involved, appropriately qualified professionals will be brought aboard by the design team to provide the necessary background assessments and ensure that an appropriate design response is formulated. Amongst other matters, proposals should address the scale, relationship, form, massing and proportion of the existing building and any additions. New extensions and additions should engage with the historic buildings.

Sustainability

The cultural value of protected structures is a key ingredient in building the future character of an area. Within the Docklands, protected structures have a role to play in building cultural and social values by defining the area through its unique history. Accordingly, during the design process for development involving any protected structure, as with its physical adaptation and use, appropriately qualified professionals should be brought on board from the outset to ensure that the embodied energy value of the existing structure and any cultural and social values pertaining to the same are retained.

As with new buildings, the adaptation and reuse of protected structures should have due regard to achieving energy efficiency. Wherever possible, protected buildings should be adapted to include contemporary materials which are sympathetic to the building's overall character, and should be updated with technologies (such as solar water heating, sensored water taps, and low flush toilets), to ensure that impacts on the environment are minimised. Within larger developments, connections to centralised energy systems using renewable energy sources should be encouraged.

Flooding

Areas of the Docklands remain subject to flood risks, particularly given changes in global climate and associated risks of rising ocean levels. In areas such as the North Lotts, rising water levels are a major issue for conservation of heritage buildings (as well as other existing and future development). It is considered unlikely that sufficient mitigation can be provided by augmenting the quay wall barrier (either as a permanent or temporary solution) and flood protection measures will likely be required for each building. There are a number of possible approaches which may include: construction of flood barriers around the perimeter of the building/site with provision for temporary storage of water; raising internal ground floor levels and provide tanking to the lower sections; and designing for occasional flooding to ground-floor spaces (and basements where they exist). It is likely that further research will develop other approaches and solutions to flood mitigation

suitable for protecting buildings of heritage merit and therefore any design proposals should take on board the strategies and knowledge available at the time.

Policies

The Authority will (or will require):

Policy UD56

Have regard to the *'Architectural Conservation Guidelines for Planning Authorities'* and to any detailed design guidelines published by Dublin City Council in relation to protected structures in the context of new development.

Policy UD57

Encourage the rehabilitation, renovation and re-use of older buildings where appropriate and in line with its strategic objective on sustainability.

Policy UD58

Examine individual sites where development options can be enhanced by the inclusion, integration, and imaginative re-use of protected structures.

Policy UD59*

An individual specific approach, which reflects emerging best practice, to be taken in addressing flood risk in protected structures.

6.4.3 CONSERVATION AREAS

In preserving the heritage in the Docklands, it is important to respect the different conservation areas set out in the *'Dublin City Council Development Plan 2005-2011'* and subsequent plans, such as architectural conservation areas, zones of archaeological interest, conservation areas and residential conservation areas.

Conservation also implies the recognition of less tangible aspects of cultural significance including those embodied in the use of heritage places, associations with a place and the meanings that places have for people. Conservation plays a critical part in handing down to future generations a system of cultural references, improving the urban environment and thereby fostering the economic, social and cultural development of the Docklands. Consequently, the Authority will encourage re-use of protected structures and sites of historical architectural or artistic interest which contribute to the preservation of cultural heritage and character of the Area.

The *'Washington Charter'*, 1987, an important reference document relating to urban strategies, identifies some important factors in urban conservation which should be adopted by the Authority:

- Cities and towns must develop and change as they have done in the past
- The primary purpose of conservation is not just preservation, but rehabilitation or regeneration subject to conservation principles
- Urban conservation is inseparable from good planning and urban design.

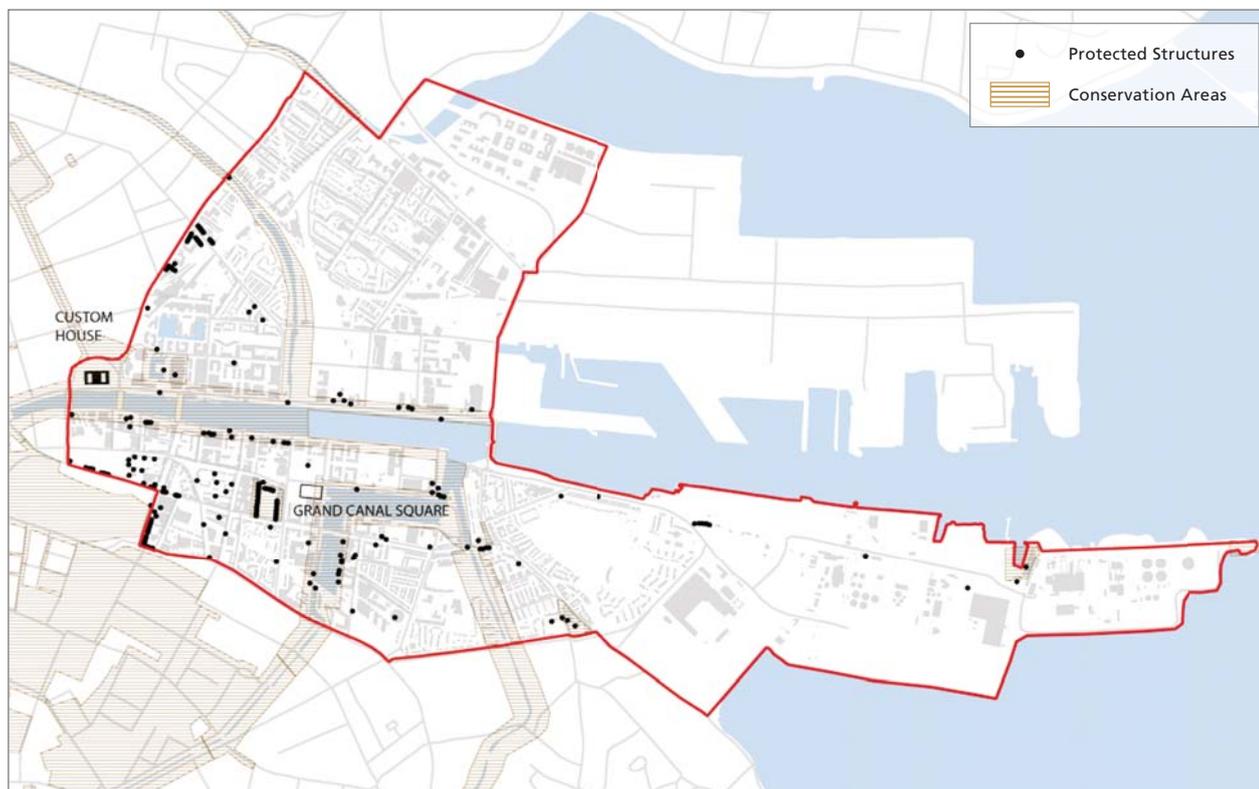


FIGURE 6.14 PROTECTED STRUCTURES

The Authority will retain existing and/or future proposed architectural conservation areas, conservation areas and residential conservation zoning while looking to create a comprehensive strategy specifically for the Docklands as a whole. Sites that are identified as being of possible interest are to be fully investigated and recorded.

While many buildings/features within the area are included on Dublin City Council's Record of Protected Structures (RPS), the architectural heritage cannot be divorced from the urban landscape in which it is situated. The Docklands' unique identity incorporates the built heritage, archaeology, and the natural environment. The conservation and sensitive management of these qualities, along with a vibrant approach towards a viable and sustainable future development, is central to the policies of the *'Dublin City Development Plan (2005-11)'*. Within the ambit of conservation, it is necessary to consider the qualities of the individual heritage features and, in addition, its relationship with the wider landscape and urban environment (such as important vistas, public open spaces, interfaces between space and built form, and the scale of development).

A key factor in any successful plan for the Docklands will be the conservation of important architectural, cultural and social heritage features, in order to maintain a sense of place and history and to provide the Area with a resource that can be developed to create an environment unique to the Area.

Conservation was a key criterion underpinning the Grand Canal Dock Planning Scheme. The existence of extensive areas of attractive stone sets and marine furniture such as hooks and mooring posts on the Campshires, which give much of the Docklands its character, have formed critical ele-

ments in its development for public amenity. The *'Docklands Campshire Vision (2007)'* document has been embraced and much of the works envisioned have begun.

It is the Authority's intention that the underlying orthogonal street pattern in the Docklands be restored or retained wherever possible, particularly in the areas lying both north and south of the River 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 of the Architectural and Industrial Heritage of the Docklands Area'* (1996) highlighted buildings in these areas which have architectural or historical interest but are not advocated for inclusion on the DCC Record of 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. A strategy to address these issues should be considered.

Policies

The Authority will:

UD 60

Encourage, with development, public and cultural re-use of protected structures and sites of historical architectural, industrial, or artistic interest which contribute to the preservation of cultural heritage and character of the Area.

UD 61

Retain existing Conservation Areas and the Residential Conservation zoning.

UD 62

Assess, in conjunction with Dublin City Council, areas suitable for designation as statutory Architectural Conservation Areas.

UD 63

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.

6.4.4 ARCHAEOLOGY

Archaeology is the study of past societies through the material remains left by those societies and the evidence of their environment. All remains and objects and any other traces of human-kind from past times are considered elements of the archaeological heritage.

The National Monuments Service (NMS) is responsible for the identification and designation of monuments through the Archaeological Survey of Ireland. The inventory is put forward as the National Record of Monuments and Places. Through its functioning, the NMS plays an important role in the protection of Ireland's archaeological heritage. In addition, the NMS assists in the implementation of protective and regulatory controls under the National Monuments Acts and the implementation of legislative provisions in relation to protection of monuments and sites.

The Docklands has a strong heritage relating to industrial archaeology and this is reflected in the Record of Protected Structures and the *'Dublin Docklands Development Authority Inventory of Architectural and Industrial Archaeological Heritage'*. The zones of archaeological interest as noted in the Figure 6.15 below 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.

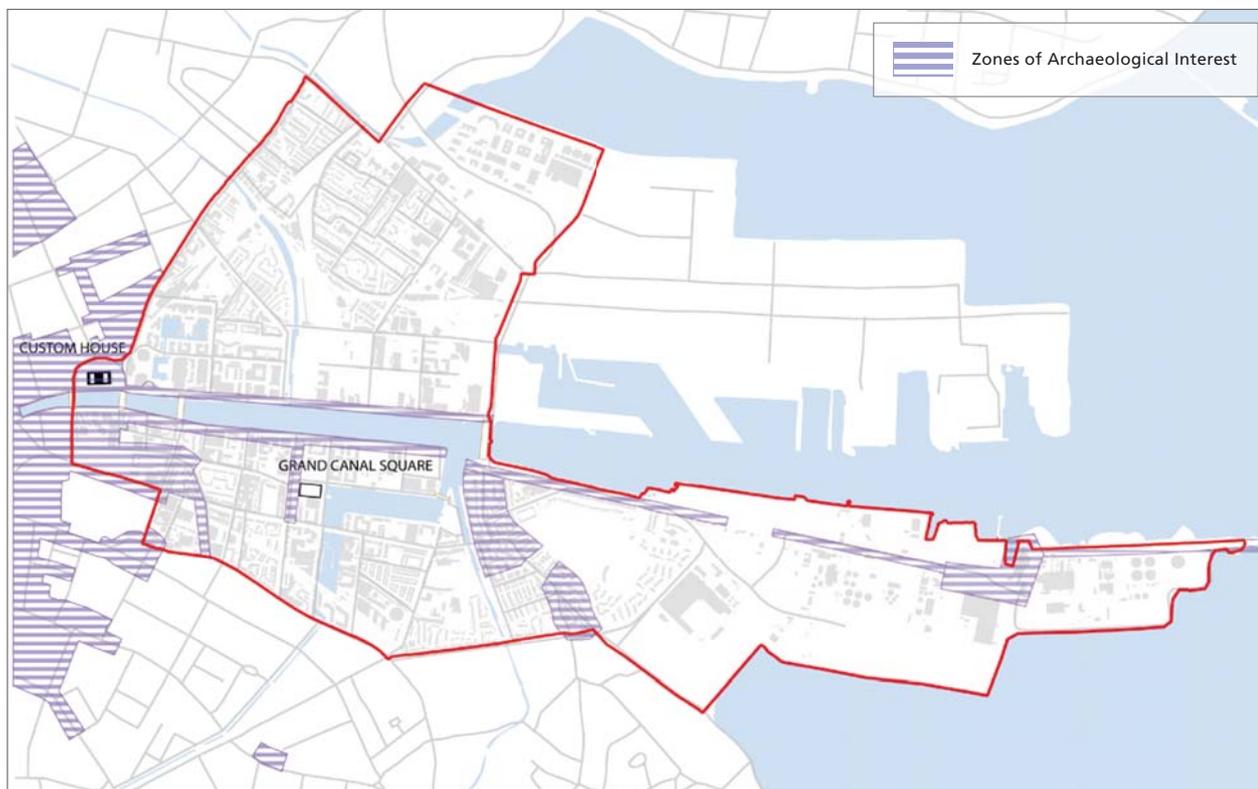


FIGURE 6.15 ZONES OF ARCHAEOLOGICAL INTEREST

The assessment of proposed new developments in the Docklands will consider the impacts upon protected structures and environments, including archaeological sites, and, in doing so, will make reference to the Record of Monuments and Places and the Record of Protected Structures (with a view to ensuring that the impact of development of individual sites will take aboard the inclusion, integration and imaginative re-use of protected structures). Proposed new developments will be viewed with regard to the impact on the settings of protected structure and any possible impact upon the urban or natural environment in which it is located.

The Authority considers it essential that development teams ensure the involvement of suitably qualified archaeologists and other professionals during the design and development process, to undertake necessary assessments and ensure the protection of all protected structures and archaeology.

Policies

The Authority will (or will require):

Policy UD64*

Archaeological material to be protected in situ by ensuring that only minimal impact on archaeological layers is permitted. In particular, any proposed development at Liffey quay walls and canal quay walls to minimise interference with the quay wall and keep the historic fabric in situ.

Policy UD65*

Site-specific mitigation strategies, for development in any Planning Scheme or amended planning scheme areas, to be formulated by the Authority in conjunction with the Dublin City archaeologist, the National Museum of Ireland, and the National Monuments Section and Underwater Unit of the DoEHLG.

Policy UD66*

Any proposed developments that may have implications for underwater archaeology to be the subject of underwater archaeological assessment in advance of works. In particular, in areas where disturbance of the River Liffey bed is necessary as part of construction of any Planning Scheme and any Amended Planning Scheme, an inter-tidal and underwater assessment to be carried out by a suitably qualified underwater archaeologist licensed by the DoEHLG.

Policy UD67*

Archaeological monitoring during geological investigations and the construction phase of any Planning Scheme and any Amended Planning Scheme to be undertaken by an archaeologist licensed by the DoEHLG.

Policy UD68

Protect the archaeological heritage of the Dockland Area and ensure that proposed development within the designated city centre Zone of Archaeological Potential is not detrimental to the character of an archaeological site or its setting.

6.4.5 NATURAL HERITAGE

The presence of nature and wildlife in an increasingly urbanised city is extremely important in enriching the urban living environment. There are a wide variety of habitats and species within the city boundaries, from the coast and river corridors, through to parks and gardens. Protecting and conserving the unique natural resources of the city adds significantly to its quality of life, and encouraging access to and interaction with the natural environment contributes to the economy through tourism and to the recreation of its citizens.

The Docklands has a wide range of both terrestrial and aquatic natural heritage areas. The terrestrial areas take the form of managed parks, lands in public ownership and private gardens, all of which contribute considerably to the biodiversity resource in the Docklands. In addition, buildings, bridges and undeveloped sites provide important wildlife refuges in the Docklands. These green areas support a wide variety of common flora and fauna typical of an urban environment.

However, the aquatic environment in and adjacent to the Docklands falls within important designated areas of wildlife conservation. In particular, Dublin Bay is designated under both European and national legislation as a Special Protected Area (SPA), a candidate Special Area of Conservation (cSAC) and a proposed Natural Heritage Area (pNHA). These designations are given to an area considered important for the habitats present or which holds species of plants and animals that are considered in need of protection.

The conservation and management of existing flora and fauna is a central element in the preservation of the natural heritage of the city and important to the achievement of sustainability. The recently published *'Dublin City Biodiversity Action Plan 2008-2012'* develops a framework for the protection of the natural heritage in the city.

Policies

The Authority will (or will require):

Policy UD69*

Any Planning Scheme or Extended or Amended Planning Scheme to be implemented in a manner that protects the integrity of the designated nature conservation areas (SPA, cSAC, pNHA).

Policy UD 70*

Co-operate with Dublin City Council in the achievement of the objectives of the Dublin City Biodiversity Action Plan 2008-2012.

Policy UD71*

Planning Schemes to allow for replacement of loss of significant habitat and nesting places of protected species if considered appropriate.

Policy UD72*

Encourage appropriate native planting throughout the Docklands to allow for connectivity for wildlife and to keep important natural heritage character of site.

Policy UD73*

Landscape planting throughout the area to be environmentally sensitive and include food plants for the important populations of butterflies, moths, and songbirds in the area.

Policy UD74*

Ensure sensitive timing of works to prevent disturbance to nesting birds e.g. terns on ESB mooring platforms or guillemots around Pigeon House Dock.

Policy UD75*

Any works near Shellybanks to be sensitive of the embryonic dunes forming at this site and reflect soft engineering practices as outlined in '*Environmentally Friendly Coastal Protection Code of Practice, 1996*' (Dept. of Marine, DOENI, Forbairt, Life).

Policy UD76*

Increased amenity, recreational, and other use of designated nature conservation areas in and adjoining the Docklands shall be planned and managed in order to avoid possible significant negative impacts on biodiversity.



AQUATIC NATURAL HERITAGE AREA, SANDYMOUNT STRAND