

# 3.0 Nature and Extent of Proposed Development

This chapter summarises the main aspects of the nature and extent of development proposed in the Docklands North Lotts Area.

## 3.1 Introduction

The nature and extent of development in the Docklands North Lotts Area will be dependent on the delivery of the Interconnector and other transport proposals. The overall strategy for the development of the Area is based on the following set of principles:

- Connection of the Area into the city, in particular the IFSC, surrounding communities, the South Docklands and the extended city.
- Provision for a new integrated movement strategy maximising public transport accessibility, quality and capacity, creating a high quality pedestrian and cycling environment and minimising car traffic and its impact on the Area.
- Retention of the essential historical fabric and context of the Area.
- Provision for a range of uses and a density of development which will establish balanced living, working and recreational environments creating a lively, safe and people friendly area which operates over an 'eighteen hour day'.
- Provision of a new urban structure, which stems from established development patterns, with new spaces and streets. (This is outlined in detail in Chapter 5.)
- Establishment of a new grain of development and building form in accordance with the design guidelines set out in Chapter 5.
- Development of significant new and enhanced amenities for the existing and future living/working communities of the Area.



The nature and extent of development will depend heavily on the provision of high-quality public transport

### 3.2 Public Transport Improvements

The development of the Area will be dependent on the implementation of essential public transport improvements. The DTO's A Platform for Change: Strategy 2000 to 2016 envisages that improved high quality bus services will be introduced, that LUAS will be extended to The Point by 2006 and that the Interconnector will be operational by 2010. (See Chapter 7)

The Authority will seek the prompt implementation of public transport improvements in order to ensure that the full development potential of the Area can be realized. Failure or delay in the provision of this essential public transport infrastructure will affect the capacity of the Area to accommodate the developments provided for in this Scheme, particularly having regard to the parking standards being applied and the requirement for a viable mobility management plan for larger commercial developments (see Chapter 7).

### 3.3 Density and Extent of Development

The Dublin City Development Plan sets out indicative plot ratio figures of 2.0:1 for Zone 4 (the Point Village area) and 2.5 to 3.0:1 for the remainder of the Area. It also envisages the possibility of increasing these densities in areas adjoining major transportation nodes or in urban renewal areas. The Authority considers it appropriate to increase the Zone 4 plot ratio and has decided to adopt a uniform range of 2.5 to 3.0:1 for the entire Area in order to:

- Give a degree of certainty to the property market.
- Ensure that good standards of daylight and sunlighting are maintained through the entire Area.
- Ensure an adequate provision of quality amenity open space in an area which acutely needs such space, in particular the Royal Canal linear park and the Campshires.
- Provide a coherent urban design framework for the Area.
- Ensure a proper setting for the protected structures in the Area.

The Authority considers that it is possible and desirable to achieve an average plot ratio of 2.5 to 3.0 :1 over the entire Area, even taking into account the areas required for the development of necessary roads infrastructure and the incorporation of the required public amenity areas. The latter includes the Campshires, the reinstatement of Spencer Dock, the creation of a linear park at Spencer Dock and the Royal Canal, the National Conference Centre/public park at the confluence of Spencer Dock and the River Liffey and the small urban spaces located throughout the Area. In achieving this overall density, the Planning Scheme recognises that the actual net plot ratio on built land in the vicinity of the public transport nodes at Station Square and the Point Square may achieve densities in excess of 3.0:1.0.

Architects/designers of buildings adjacent to protected structures and other buildings to be retained will be required to demonstrate that their designs are sufficiently respectful of such structures, for example by reducing their heights and/or increasing set-backs.

An overall land use mix of 40% commercial and 60% residential will be promoted throughout the Area. The residential category of land use is predominantly related to dwellings. However, community and youth facilities and local shopping will be encouraged and cultural and hotel uses will be open for consideration within the residential category.

The Master Plan requirement for 60:40 residential to commercial proportion of land allocation may not translate directly into a similar proportion in terms of built area because of the open space requirement for residential use. In many cases the proportion may invert so that the built area in terms of floor space of commercial development will exceed that of residential development.

In general, to ensure that adequate public and private open space can be provided, a net density of 247 dwellings per hectare should not be exceeded. A higher net residential density standard of up to 325 units per hectare may be permitted for development in proximity to the Point Village and Station Square where the Planning Scheme will seek to concentrate accommodation for single people (see Diagram 7). Designers will be expected to maximise the number of residential units having dual aspect.



Quality office development



Residential and commercial development

### **3.4 Creation of a Vibrant Urban Area**

The overall aim is to allow for a mixed-use area with a wide range of activities that can put in place the conditions necessary for a vibrant and active urban area. In order to achieve activity throughout an 'eighteen hour day' a range of uses including office, residential/hotel and retail, will be required to front onto the major public spaces. In general, an even mix of development will be required in the Area. However, it will be necessary to allow for the concentration of some uses in certain locations in order to develop synergies and create places with distinctive character. The location and mix of uses is outlined in greater detail in Chapter 4.

### 3.5 Policies

The Authority will:

- 1 Pursue a policy of mixed use development for the Area in order to achieve a sustainable environment integrating living, working and leisure.
- 2 Seek the social, economic and physical regeneration of the Area by providing for significant residential and office/enterprise development.
- 3 Seek to ensure integration in housing between persons of different social backgrounds, and ensure that a mixture of residential types and sizes is developed to reasonably match the requirements of different categories of households including the special requirement of elderly persons and persons with disabilities.
- 4 Seek the prompt implementation of public transport initiatives in the Area and may condition development in accordance with their provision to ensure an orderly and equitable regime of development.
- 5 Apply a plot ratio standard of 2.5 - 3.0 : 1 throughout the Area.
- 6 Ensure that residential development does not exceed a net density of 247 units per hectare unless it can be clearly demonstrated that good orientation and suitable private open space standards are achieved. At Station Square and the Point Village the net density may be increased to 325 units per hectare, subject to achieving good quality residential environments.
- 7 Seek to exploit the waterbodies for amenity, social and economic development.
- 8 Complement the waterbodies with suitable public open space amenities.



Vibrant mixed-use urban area

