

# Docklands North Lotts

PLANNING SCHEME

July 2002

# Docklands North Lotts

## PLANNING SCHEME *Incorporating Ministerial Modifications*

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# ***Department of the Environment and Local Government Dublin Docklands Development Authority Act, 1997***

*The Minister for the Environment and Local Government pursuant to subsection (5) of section 25 of the Dublin Docklands Development Authority Act, 1997 (No. 7 of 1997)(hereinafter called "section 25") hereby approves, subject to the following modifications, the planning scheme for the North Lotts Area (the area as described in the attached schedule) (hereinafter called "the Scheme"), which scheme was submitted to him by the Dublin Docklands Development Authority(hereinafter called "the Authority") on 2 August 2001:-*

## ***Modifications***

***1. Insert the following at the end of Section 4.8:***

*"Regard shall be had in such provisions to the standards set out in the Guidelines on child care facilities published by the Department of the Environment and Local Government."*

***2. Policy number 3 in Section 4.12 (Policies) shall be substituted by the following:***

*"Require that provision of social and affordable housing in the Area shall have regard to the Housing Strategy adopted by Dublin City Council in May 2001 under Part V of the Planning and Development Act 2000."*

***3. Substitute the first paragraph of Section 5.1.3 with the following:***

*"The proposal for the new Interconnector line and the Docklands Station provides an opportunity to create a major new development node along the east west spine (Diagram 11). An opportunity exists to align the [underground rail] route with the orthogonal grid of the Area, locating the station in the vicinity of the proposed Station Square (see sections 5.1.6 and 6.6). The design of the overground structures of Docklands Station should:*

- reflect its importance as the major public transport hub within the Area, providing the opportunity to integrate with the proposed LUAS system on Mayor Street;*
- relate to Station Square; and*
- integrate, where possible, the former station buildings at North Wall Quay (see also section 6.9 regarding protected structures).*

***4. Substitute the first paragraph of Section 5.1.6 with the following:***

*"The proposed station and light rail stops establish a rationale for the creation of two major public spaces in the Area. Station Square should be more formal in nature and provide a strong civic focus to the commercial precinct. It shall generally be square-shaped, with LUAS running along its north side. In the vicinity of the proposed National Conference Centre, it should also be extended southwards to North Wall Quay. The minimum width of the extended open space shall be 30 metres, measured from the eastern elevation of the NCC building. In the event that this project does not proceed and a new public park is created on the front part of the NCC site, the design of Station Square shall provide for linkage with that park as well as the link to North Wall Quay while maintaining a sense of enclosure within the Square. Diagrams 10, 11, 12, 13, 14, 15, 16, 25, 27 and 28 shall be amended accordingly with respect to Station Square."*

***5. Insert the following paragraph after the existing paragraph in section 5.3.1:***

*"In addition to the general design criteria set out above, designers shall also have regard to the following:*

- a) Minimum distance between buildings to protect against fire transfer, if the buildings are in separate ownerships. This issue affects the extent of fire protection on facades and corresponding reduction of glazing that would be permitted.*
  - b) Spaces between buildings, shall be of a scale suitable for their intended uses. This consideration is related to a clear definition of public, semi-public, communal spaces and associated security. (See also section 6.8)*
  - c) Clear servicing strategies for different uses."*
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**6. Substitute the first paragraph in Section 5.3.2 with the following**

*"In order to provide a strong sense of street continuity, specific building heights have been identified for the main or primary streets identified in Diagram 10. Diagram 16 illustrates these building heights and allows for special provision for landmark buildings. It is generally anticipated that development will take the form indicated in Diagram 16, save contiguous to protected structures shown to be retained along North Wall Quay, where heights of new development may have to be scaled back to respect the setting of those structures (see section 6.9). The Authority will seek appropriate building heights along the internal route network in the area indicated in that diagram. Design solutions will be considered that do not compromise the urban design quality of the Area or existing residential amenities. Building heights will be required to be such that satisfactory standards for sunlighting and daylighting are achieved and residential amenities are protected. However, the Authority also reserves the right to limit building heights on further internal routes to three storeys plus a possible set back storey. Building heights will not in any case exceed the maximum stated for the adjacent main or primary streets."*

**7. Diagram 16 and legend, which accompanies Section 5.3.2, shall be amended to provide that the maximum building height on North Wall Quay shall be 7 storeys commercial or 8 storeys residential (all plus 1 possible setback storey). The section through North Wall Quay in Diagram 18 shall also be amended accordingly.**

**8. Substitute text of Section 5.4.8 with the following**

*"It is a fundamental objective that people with disabilities should have complete freedom to enjoy and have access to all buildings, streets, amenities and public spaces provided. Designers should consciously seek to apply optimum standards when designing for such access."*

**9. Insert as an introduction to Section 5.5 - Policies:**

*"The following urban design principles, mainly derived from chapters 5 and 6 of the Planning Scheme, shall be regarded as being of fundamental importance in the consideration of any development proposals submitted for Section 25 certification:*

*(a) There shall be a clear hierarchy of major routes and spaces, comprising of the following elements:*

- A strong orthogonal grid defined by Sheriff Street Upper, East Wall Road, North Wall Quay, reinstated Mayor Street, New Wapping Street, Castleforbes Road, and the three indicative north/south streets as shown on Diagram 10. (There is not the same need nor is it necessarily appropriate to provide a secondary order of routes and spaces with the main city blocks).*
- The creation of two new mixed-use public squares (Station Square and Point Square) as shown on Diagram 12 (as amended by conditions), and the location of Docklands Station at Station Square. The link between North Wall Quay and Station Square should be both physical and visual.*
- The creation of a series of smaller, traffic-calmed urban spaces located within the larger development blocks, whose indicative location is shown on Diagram 13. The minimum size of such spaces within predominantly family-oriented residential blocks shall be 1600 square metres. There needs to be a clear definition of public, semi-public, and private spaces.*
- The location of the proposed National Conference Centre, or of a major public park / cultural building at the confluence of the Royal Canal and the River Liffey (as per section 4.9 of the Scheme).*
- The creation of a linear park along the Royal Canal. No building between Mayor Street and Sheriff Street Upper shall be closer than 30 metres from the eastern edge of the restored Spencer Dock.*

*(b) Maximum heights of buildings shall be as set out in Diagram 16 (except as amended by these modifications). The maximum height of the proposed landmark buildings to the north of Station Square shall be 44 metres.*

*(c) Maximum sunlight to building frontages and into courtyards shall be achieved as illustrated in Diagrams 17 - 24 (as amended by conditions). The provision of dual aspect residential units shall be encouraged.*

*(d) Uses, particularly at ground level, shall help to animate the public realm. The floor-to-ceiling height of ground floors shall be greater than for other storeys. The primary access to buildings shall be from the street with entrances at no more than 15 metre intervals. Disabled access must be provided.*

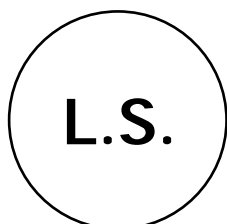
- (e) *The corners of buildings should be designed to reflect their importance in shaping the public realm, e.g. by creating a feature or raising their height.*
- (f) *High quality, sustainable materials must be used on exteriors of buildings.*
- (g) *There shall be clear servicing strategies for different uses."*
10. *The first paragraph in section 6.8 (Other Urban Spaces) shall be substituted by the following:*  
*"A number of smaller urban spaces shall be located within the larger development blocks. These spaces will provide focal spaces for the mixed use areas. The layout of these spaces shall reflect the predominant use within such blocks. Where, for example, predominantly family-oriented residential blocks are proposed, the minimum size of the urban space shall be 1600 square metres, and vehicular traffic (see section 5.2.1) shall be kept to a minimum and through traffic discouraged. The size of the urban spaces shall also be in proportion to the height of the adjoining buildings, in order to achieve satisfactory levels of sunlight and daylight. The spaces will provide for passive and active recreation, to include playgrounds and a high quality landscaped environment. The spaces will provide the amenity space which is essential in attracting owner occupiers and family households to the Area."*
11. *Policy number 12 in Section 6.10 (Policies) shall be substituted by the following:*  
*"Have regard to the (draft) Architectural Conservation Guidelines for Planning Authorities issued by the Department of Arts, Heritage, Gaeltacht and the Islands and Duchas and to any detailed design guidelines published by Dublin City Council in relation to protected structures in the context of new development, in the assessment of Section 25 applications relating to protected structures."*
12. *Policy 16 in section 7.8 shall be substituted by the following:*  
*"Require mobility management plan (MMP) if a proposed development or expansion of an existing development does or is likely to generate 500 or more vehicle trip movements per day or more than 100 vehicle trip movements in the peak period. In the situation where the preparation and submission of a full MMP may not be possible because, for example, the necessary information may not be available at application stage, the Authority may call for different types of MMPs where the development is existing/the occupier is known or where the employers/employees are unknown."*
13. *The landmark building proposed on the axis of Mayor Street at Point Square (section 5.3.4 and diagram 25) shall not be greater than 60 metres in height.*
14. *The final paragraph in section 7.3.3 shall be deleted.*

## **Schedule**

### **In this Schedule -**

**Unless otherwise specified, any reference to a line drawn along any bridge, river, road or street, shall be construed as a line drawn along the centre of such bridge, river, road or street as the case may be.**

**That part of the City of Dublin bounded by a line commencing at the point (hereafter in this description referred to as 'the first-mentioned point') where the southerly projection of Guild Street intersects the River Liffey, then continuing in an easterly direction along the River Liffey to the point where it intersects the East Link Bridge (also known as the Ringsend Toll Bridge), then continuing in a northerly direction along the East Link Bridge and East Wall Road to the point where it is joined by Sheriff Street Upper, then continuing in a westerly direction along Sheriff Street Upper and Sheriff Street Lower to the point where it joins Guild Street, then continuing in a southerly direction along Guild Street and the southerly projection thereof to the first-mentioned point.**



**GIVEN under the Official Seal of the Minister for the Environment and Local Government this 5th day of June 2002.**

**Noel Dempsey  
Minister for the Environment and Local Government**

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### **NOTE:**

***This document incorporates the modifications made by the Minister and, where appropriate, the modifications have been highlighted, italicised and and bold text. Where a conflict arises between the Minister's modifications and the original content and diagrams of the planning scheme, the modifications take precedence.***

