

6.0

Development of Amenities,

conservation of architectural heritage and other features

This chapter outlines the Area's significant potential to provide for amenities of city wide and local importance and outlines measures for protecting the Area's heritage.

6.1 Introduction

Although the Area currently lacks quality and publicly accessible amenity spaces, its potential amenity resource is very considerable. The Master Plan identifies amenities in the Area which are of city-wide and local significance. These include the waterbodies of Spencer Dock and the Liffey, the Campshires on North Wall Quay, the proposed Royal Canal linear park at Spencer Dock and the major public park at Spencer Dock.

Developing a range of amenities for a broad range of activities will attract residents, businesses and visitors and create the necessary balance of activities to ensure a vibrant and robust area. The quality of the public domain throughout the Area will be an essential ingredient in providing for amenity.



Active canal frontage



The improved Campshires

6.2 Spencer Dock and Royal Canal Linear Park

Spencer Dock should be restored and made fully navigable. The dockside should be used principally for passive recreation purposes. The following actions will be required:

- Excavation and reconstruction of the original Dock area.
- Full restoration and automation of the sea lock to make the Dock non-tidal.
- Restoration of the Scherzer and Sheriff Street canal bridges.
- Development of a new opening canal bridge to allow the reconnection of Mayor Street Upper and Lower and provide for access for LUAS without prejudice to navigational passage. The Mayor Street Bridge must have the capacity to carry LUAS while providing for the maximum air draught feasible.
- Provision of public access to both sides of the Dock.
- Provision of safe moorings with associated on-shore facilities such as service blocks and pump-out facilities.
- Provision of associated uses such as restaurants and cafés along the dockside in pavilion buildings.

The Authority will seek agreement with Waterways Ireland to ensure the restoration of the Royal Canal at Spencer Dock.

The Royal Canal linear park should be designed and operated as public realm to allow a high level of access from surrounding areas and from the proposed development in the Area. It will be important to design the park to provide for future access through to the canal north of the site. A high quality of design, landscaping and finishes will be required. Consideration should be given to the provision of playground and suitable active sports use in the Linear Park.

6.3 The Campshires

The Campshires should be designed and operated as public realm, providing a civic promenade and allowing for improved access to the Liffey and opportunities for a variety of passive and active water-based activities. A programme of public realm improvements will be required whilst recognising the need to conserve the Campshires and quay walls.

The Campshires should be largely free of buildings with continuous public access to the water edge, maintaining clear views along the river edge. Small pavilion-type buildings shall be considered, providing uses such as restaurants and cafés and on-shore facilities for water-based activities. The development and location of secure moorings for visiting vessels and water-based activities such as water sports will be promoted in consultation with Dublin Port.

6.4 River Liffey Regeneration Strategy

Studies have been commissioned which will assist in formulating proposals designed to regenerate the river. Part of the studies will deal with the issue of suitable locations for visiting and static vessels. Static vessels will be considered if they are of suitable quality and they actively contribute to the regeneration of the Area. Proposers will be required to demonstrate that the servicing of vessels can be achieved without leading to a material loss of amenity to the dock/quaysides and to neighbouring property as well as demonstrating convincing proposals for the maintenance of vessels. The scale of vessels should not obscure the elevations of buildings fronting the quayside by reason of their scale and size. As a guide, the Planning Scheme will require that the main bulk of any vessel does not exceed 4.5m in height above the quayside at high tide level. Otherwise the quayside should be made suitable for visiting (special interest) ships, trip boats, visiting yachts and cruises, ferryboats etc.



Watersport - The Liffey Swim



Tall Ship on the Liffey



Major public park



Urban square



Urban space



Nighttime on the waterfront

6.5 Public Park/Cultural Building

This site is perhaps the most prominent location in the Docklands North Lotts Area at the confluence of the Royal Canal and the Liffey. The development options for the site are outlined in Section 4.9. Planning permission has been granted for a National Conference Centre on the site, which the Authority supports. In the event that this development does not proceed, the development of the site as a public park, possibly including a major cultural building, would result in a significant civic and local amenity.

6.6 The Station Square

A new urban square shall be located at the interchange of the proposed Docklands Station, LUAS and the improved bus service. The square should be adaptable in its layout and design, providing for a wide range of uses, including public seating within landscaped areas. Retail uses, cafés and restaurants will be encouraged on the frontages of Station Square. These uses will be encouraged to spill out into the public spaces, within defined areas, to provide animation without causing conflict with other uses.

6.7 The Point Square

A second new urban square shall be located at The Point as the terminal space of Mayor Street Upper. The square should provide for a range of activities supporting the entertainment and events function of the Point Depot and public seating within landscaped areas. Retail uses, cafés and restaurants will be encouraged on the frontages of Point Square. These uses will be encouraged to spill out into the public spaces, within defined areas, to provide animation without causing conflict with other uses. The square will be designed to accommodate an important stop on the LUAS extension to the Docklands.

6.8 Other Urban Spaces

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. (Modification No. 10)

Developers will be required to design developments with frontage onto the proposed urban spaces in a manner which ensures the passive supervision of the spaces. The Planning Scheme will require that frontage development onto the proposed public urban spaces is predominantly residential. Ground floor uses surrounding the urban spaces will not be permitted to 'overspill' in a manner that would impinge upon or inhibit the use of the spaces.

6.9 Conservation

The Area has a significant industrial heritage, providing unique glimpses of the development of the Docks since the early eighteenth century. The historical development of the Area is outlined in Section 2.3. A number of protected structures are identified in the Dublin City Development Plan, 1999. Those which the Authority will require conservation are listed in Appendix 6(i). The permission granted for the National Conference Centre included the demolition of 47 North Wall Quay (Campion's public house), which is a protected structure. Having regard to this decision the Planning Scheme does not propose the retention of this building. The Authority will encourage uses which promote public access to protected structures. It is considered that, subject to a suitably sensitive architectural design, the redevelopment of the former railway station may allow for development over the existing building within the height guidelines indicated in Diagram 16. Spencer Dock and the Liffey quays are also designated as Conservation Areas in the Dublin City Development Plan, 1999.

The Planning Scheme provides for the reconnection of Mayor Street and the reinstatement of the original Wapping Street. The Scheme will, so far as is practicable, require the retention or re-use of other buildings, structures and features which have defined the character of the Area which are listed in Appendix 6(ii). If this is not feasible or appropriate, consideration should be given to relocating or incorporating these features into development proposals. The use of typical, locally occurring materials of construction such as cut limestone, granite setts and kerbs and brick in new development will be encouraged.

Developers of new areas and streets will be encouraged to use place names that reflect the character of the Area and incorporate the Irish language. The terms 'Station Square' and 'Point Square' used in this document are for the purpose of clarity and identification only and relate solely to this Planning Scheme.



Railway footbridge



Sheriff Street drawbridge



Spencer Dock

6.10 Policies

The Authority will:

- 1 Seek to incorporate a major public open space at the confluence of the Royal Canal and the Liffey while facilitating any Government initiative to locate the National Conference Centre or a major cultural building on the site.
- 2 Seek to open up all quayside areas as public realm by the removal of buildings and the improvement and landscaping (where appropriate and/or desirable) of the quaysides, while seeking to retain features characteristic of their maritime and industrial past. The location of small structures such as cafés or sporting facilities designed to enhance the amenity of the water edges may be permitted.
- 3 Seek the development of the waterbodies for both passive and active recreation including watersports events, recognizing the requirement for an active management of both the water and quayside areas.
- 4 Encourage and facilitate the restoration of the Royal Canal at Spencer Dock as a navigable waterway, including the excavation and reconstruction of the original dock area.
- 5 Seek the development of two major public squares in the form of Station Square and the Point Square as shown in Diagram 7 and subsequent diagrams.
- 6 Seek the development of a major public open space in the form of a linear park along Spencer Dock.
- 7 Provide for the development of new urban amenity spaces within development blocks as identified in Diagram 13 and subsequent diagrams.
- 8 Encourage boat trips for the public on the waterbodies.
- 9 Seek the restoration of Spencer Dock and the sea lock at North Wall Quay.
- 10 Provide for secure moorings in selected locations and in particular at Spencer Dock.
- 11 Require the conservation of all protected structures as listed in Appendix 6(i) unless exceptional circumstances can be demonstrated which favour their removal.
- 12 ***"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."***

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

14 Require the retention or re-use, so far as is practicable, of significant buildings, structures and features of the Area's industrial and maritime past as listed in Appendix 6(ii).

15 Permit the mooring of static vessels on the Liffey in appropriate locations subject to:

a) the permission of Dublin Port,

and provided that:

b) [i] the vessels are visually attractive and contribute to the regeneration of the area;

[ii] the vessels can be serviced without loss of amenity to the quayside and neighbouring property;

[iii] the vessels are regularly maintained; and,

[iv] the vessels do not obscure the elevations of buildings fronting the quayside by reason of their size and scale.

16 Where elements of public realm form part of the curtilage of a site and are included for plot ratio purposes in a development, the Authority will require the development of such public realm either prior to or co-terminous with the development.

17 Require the proposed public urban spaces located within the development blocks to be available to the general public and designed in a manner that recognizes the needs of potential users.

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

19 Not permit 'overspill' from ground floor uses surrounding the proposed public urban spaces located within the development blocks that would impinge upon or inhibit the use of the spaces.

20 Require that frontage development onto the proposed public urban spaces located within the development blocks be predominantly residential.

21 Encourage developers of new areas and streets to use placenames that reflect the character and history of the Area

22 Encourage and promote the provision of high quality works of art within the public realm.

23 Require that where sites of industrial archaeological significance are redeveloped, full records of extant remains are created and deposited with the National Archive and the Irish Architectural Archive.



Former railway hotel

