

Docklands North Lotts

PLANNING SCHEME

July 2002

Docklands North Lotts

PLANNING SCHEME *Incorporating Ministerial Modifications*

DUBLIN DOCKLANDS DEVELOPMENT AUTHORITY

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Mr. Neil Mulcahy **Secretary**

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."*
-

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.

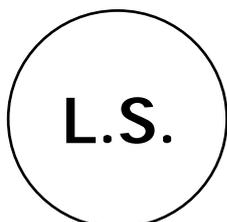
- (e) *The corners of buildings should be designed to reflect their importance in shaping the public realm, e.g. by creating a feature or raising their height.*
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- (g) *There shall be clear servicing strategies for different uses."*
10. *The first paragraph 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."
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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.*

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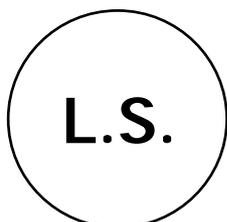
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GIVEN under the Official Seal of the Minister for the Environment and Local Government this 5th day of June 2002.

*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.



1.0 Introduction

This chapter deals with the background to the preparation, the purpose and objectives of the Planning Scheme and the policy context in which it is set.

1.1 Background

The Dublin Docklands Development Authority (Authority) has a duty to prepare a Planning Scheme to guide the balanced planning and development of the Docklands North Lotts Area (Area).

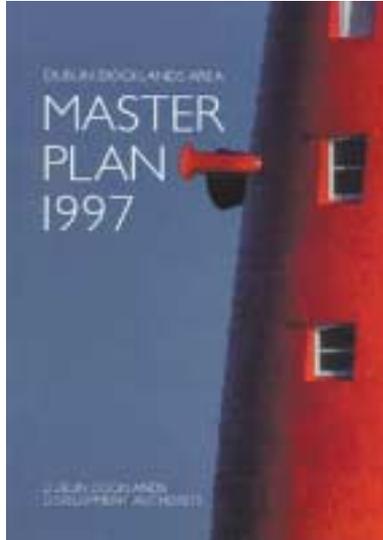
The Dublin Docklands Development Authority Act, 1997, provides for the preparation of Planning Schemes for the Docklands Area. The principal aim of the Planning Scheme is to provide a more detailed framework for the planning and development of the Area within the context of the Dublin Docklands Area Master Plan, 1997. The Planning Scheme outlines:

- The nature and extent of proposed development.
- The proposed distribution and location of uses.
- Proposals relating to the overall design of the proposed development, including the maximum heights and the external finishes of structures.
- Proposals relating to the development of amenities and the conservation of the architectural heritage or other features.
- Proposals relating to transportation, including the roads layout, the provision of parking places and traffic management.

Development which is certified by the Authority to be consistent with an approved Planning Scheme is exempted development for the purposes of the Planning Code.

This Scheme is based on a report prepared by a consulting team appointed by the Authority and comprising Urban Initiatives and Muir Associates. Consultation with key consultees in the State, Semi-State, community and business sectors was an important part of the preparation of this Scheme. All consultations were taken into account in the preparation of this document.

The Planning Scheme is largely physical in nature but derives from the social and economic policies contained in the Dublin Docklands Area Master Plan. This document does not repeat those policies and readers are therefore advised to read it in conjunction with the Master Plan. An important element in the Master Plan is the Local Labour Initiative/Charter (see Appendix 1).



1.2 Policy Context

A range of policies and objectives from national to local level are of direct and indirect relevance to the Docklands North Lotts Area.

1.2.1 Dublin Docklands Area Master Plan, 1997

The Master Plan provides the vision and strategy for the lasting social, economic and physical rejuvenation of the Docklands Area. It outlines the economic, social, transportation, infrastructural and civic design framework for the development of the Area. The Plan outlines objectives for a range of areas including the following; residential, community and commercial office development, enterprise, industry and utilities, tourism, leisure and cultural uses, retailing, transport, urban design and architecture, conservation, open space, landscaping and amenities, employment, education and training.

The Docklands North Lotts Area is part of the Sheriff Street/North Wall sector identified in the Master Plan. The following relevant sectoral policies are outlined for the Area:

- To expand and consolidate the IFSC (International Financial Services Centre) and the financial sector of the economy further east along North Wall Quay to Spencer Dock and beyond.
- To seek to realise the amenity and leisure potential of the waterbodies.
- To support community involvement in the opening and the restoration of the waterways and to propagate a community wide sense of ownership and pride.
- To promote bus/rail systems and transportation nodes to provide a major infrastructural impetus to the development of the Area, and in particular to the development of major cultural/tourism destinations.
- To promote the development of a district retail centre, 'The Point Village', in the North Quays area adjacent to the Point.
- To seek the establishment of a new urban park at the confluence of the Royal Canal and the Liffey at Spencer Dock.

Other objectives for the Area include the development of the Campshires, Royal Canal Linear Park and a multi-storey car park and proposed hotel cluster at The Point.

1.2.2 Dublin City Development Plan, 1999

The Dublin City Development Plan, 1999 contains a number of policies and objectives which are of relevance to the Planning Scheme. The Area is covered by three zoning objectives. The Guild Street to Castleforbes Road section is zoned Z14_ "To seek the social, economic and physical rejuvenation of an area with mixed use of which residential and Z6 would be the predominant uses" (Z6 uses relate to enterprise and employment opportunities). The Castleforbes Road to East Wall Road section is zoned Z4_ "To provide for and improve mixed service facilities". (A wide range of uses is permissible in this zone). The Campshires east of the Castleforbes Road intersection are zoned Z9_ "To preserve, provide and improve recreational amenity and open space".

Indicative plot ratios are given for Zone Z4 as 2.0:1 and for Zone Z14 as between 2.5 and 3.0:1.

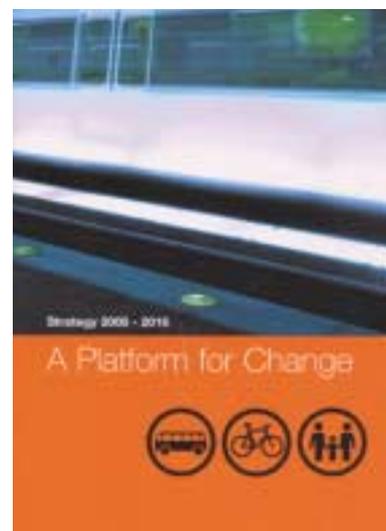
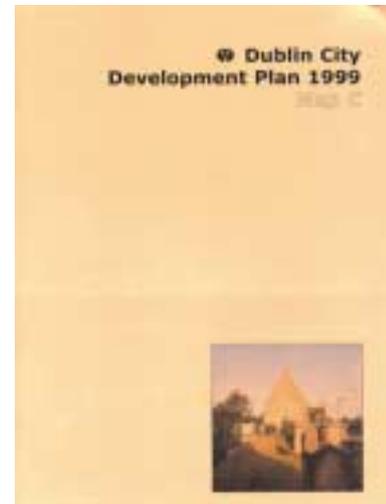
The Development Plan lists a number of protected structures in the Area and designates two conservation areas, one on the Liffey quays and the other on Spencer Dock. The Macken Street Bridge is included as a Category One roads objective for completion within five years of the adoption of the Development Plan.

1.2.3 Dublin Transportation Initiative and A Platform for Change, Strategy 2000 to 2016, DTO, 2000

The Dublin Transportation Initiative, the final report of which was published in August 1995, recommended an integrated transportation strategy for the Greater Dublin Area for the period up to 2011. The Government decided that this strategy should provide the planning framework for the future development of the transport network in the Greater Dublin Area. The Dublin Transport Initiative is an integrated initiative and, as such, considers the relationship between transport and land use, economic development, urban renewal, employment and the environment. The Dublin Transportation Office (DTO), which has responsibility to carry on the transportation planning process, and Dublin City Council are committed to ensuring that the development and implementation of a balanced and sustainable transport system for Dublin is achieved.

The DTO has recently published A Platform for Change: Strategy 2000 to 2016. The Strategy promotes an integrated public transport network, strategic but limited road network improvements, traffic and parking policies, freight management policies, cycle and pedestrian networks, demand management policy and guidance on complementary land use policies.

The Strategy includes the construction of a second rail corridor (Interconnector tunnel) through the centre of Dublin and through the Docklands by 2010. The extension of the LUAS to The Point is scheduled for completion in the period 2003 to 2006.



Captions if necessary



National guidelines

1.2.4 City Canals Plan, 1999 and Royal Canal Corridor Study, 1995

The City Canals Plan, 1999, by Duchas and Dublin City Council identifies key policies and issues for the development of the canals. The intention of the Plan is to set out a planning framework for the corridor to bring together environmental, commercial and social issues. The proposals which relate specifically to the Royal Canal at Spencer Dock are:

- The full restoration of the canal basin south of Sheriff Street.
- The creation of the linear park alongside the canal.

The Royal Canal Corridor Study, 1995, includes objectives for the rejuvenation of the Royal Canal at Spencer Dock. At North Wall Quay the Study recommends the improvement of physical access to the river, enhancement of river frontage using appropriate planting and the provision of mooring facilities on the Liffey. The study recommends the redevelopment of the east bank between the Scherzer Bridge and Sheriff Street Bridge to include offices, business, residential and private recreational facilities and the provision of public access to the canal along both banks, with a link to the IFSC.

1.2.5 Residential Density: Guidelines for Planning Authorities, 1999

The Guidelines outline Government policy in relation to residential development. They recommend relatively high residential densities in 'brownfield' sites (at a plot ratio of between 1.0 and 2.5:1). The Docklands North Lotts Area could be included in this category. The Guidelines outline a range of controls and safeguards for residential development at higher densities.

1.2.6 Strategic Planning Guidelines for the Greater Dublin Area 1999

Although this document refers to the Greater Dublin Area, it does have implications for the Area in terms of employment, transport and density of development. The strategic nature of the Area is recognised in the Strategy for the Metropolitan Area with reference to the importance of brownfield sites in accommodating future population, the possible development of a shopping precinct in the general Docklands Area on a new rail link, the extension of LUAS into the Docklands and a new rail link east of the existing Loop Line Bridge 'to service the IFSC and strengthen proposals for the Docklands Area'.

1.2.7 Managing Intensification and Change, A Strategy for Dublin Building Height, 2000

This study was commissioned by Dublin City Council to outline an approach to higher density development and higher building in the city. The report details the European context, identifies character areas in the inner city area and details potential for individual high buildings and high building clusters. It seeks to establish a framework against which policy for high buildings can be developed.

1.2.8 Retail Planning Guidelines for Planning Authorities, 2000

The Retail Planning Guidelines provide a framework for local authorities in the preparation of development plans and the assessment of applications for retail development. The guidelines impose a size cap on convenience sales floorspace within the Greater Dublin Area of 3,500 sq.m.



Regional guidance



2.0 Context

This chapter describes the Area, its location, historical development and the essential elements of urban context, movement/access and infrastructure.



Diagram 1
The Docklands North Lotts Area

2.1 The Area

The Docklands North Lotts Area comprises the area illustrated in Diagram 1. It includes the area bounded by the Campshires on North Wall Quay, East Wall Road, Sheriff Street Upper/Lower and Guild Street and extends to the centre line of the River Liffey. The Area measures some 32.7 hectares (80.8 acres) exclusive of the section of the Liffey which forms part of the Area.

The Area is strategically located immediately east of the IFSC, approximately 1 km from the city centre. Connolly Station and Tara Street Station are located within 1 km of the western edge of the Area providing DART, suburban and intercity commuter services. Busáras is also located within 1 km of the Area providing intercity and regional bus services. A number of city bus routes terminate on the Liffey quays east of O'Connell Bridge.

Surrounding residential areas include Sheriff Street and Seville Place to the north and north west, and the Church Street East, Abercorn Road, Irvine Terrace area and East Wall Village to the north. Rail distribution and light industry are located to the north of Sheriff Street at the CIE rail freight depot and the Castleforbes Industrial Estate. Dublin Port abuts the eastern boundary of the Area. It is recognized that the Port represents a key element in national infrastructure.

The predominant land use in the Area is warehousing, distribution and light industry. There are a number of small but dispersed pockets of residential development. The Point Depot at the eastern end of the Area is a major entertainment and events venue. Office and retail uses are present but small scale. The Area's appearance is largely industrial with open yards and large, low rise industrial buildings on a large grid street pattern. Spencer Dock and the Liffey provide large open view corridors. For the purposes of the Planning Scheme, the Area is divided into 8 development zones with distinctive character and ownership patterns. These are shown in Diagram 2.



Zone 1



Open yards - Zone 2



Residential area - Zone 3

2.2 Development Zones

2.2.1 Zone 1

This zone includes Spencer Dock and the Dock margins. The Dock itself is in public ownership under Waterways Ireland and the margins are owned by CIE. The Scherzer Bridge is a protected structure. The character of the zone is defined by the openness of the waterbody and margins. The zone is well located in terms of existing public transport facilities, being positioned immediately east of the IFSC and within a reasonable walking distance of Connolly Station, Busáras and city bus services.

The Dock is of strategic importance in terms of the future navigation of the inland waterways network. The zone will be important in providing city-wide and local amenities.

2.2.2 Zone 2

The greater part of Zone 2 is in single ownership. A small enclave of residential development on Mayor Street is in multiple ownership. The zone is largely used for rail freight handling with smaller scale office, services, storage and light industrial uses. Rail freight distribution facilities for CIE are located here providing connection to the State rail network. The zone has discontinuous frontages and an open character created by the freight handling and storage yards.

There are four protected structures in the zone - Campion's public house at 47 North Wall Quay, the North Wall Passenger Station (1877), the Woolstore and the former London and North Western Railways Hotel (1883). Other features which add to the character of the zone are the Sheriff Street Upper viaduct and elements such as stone walls, setts and surfaces. The zone is favourably located in terms of its proximity to existing public transport facilities, positioned as it is within a reasonable walking distance of Connolly Station, Busaras and city bus services. The zone includes the largest single development parcel in the Area and will be crucial in the development of the Area as a whole.

2.2.3 Zone 3

This zone is in multiple ownership. There are four small pockets of residential development and a number of properties in medium-sized land parcels. The zone is largely used for storage and distribution. There are no protected structures in the zone but there are some buildings and features which add to the character of the Area and may prove valuable in supporting a diversity of uses and building types. These include residential development fronting New Wapping Street, Mayor Street Upper, Castleforbes Road and Sheriff Street Upper.

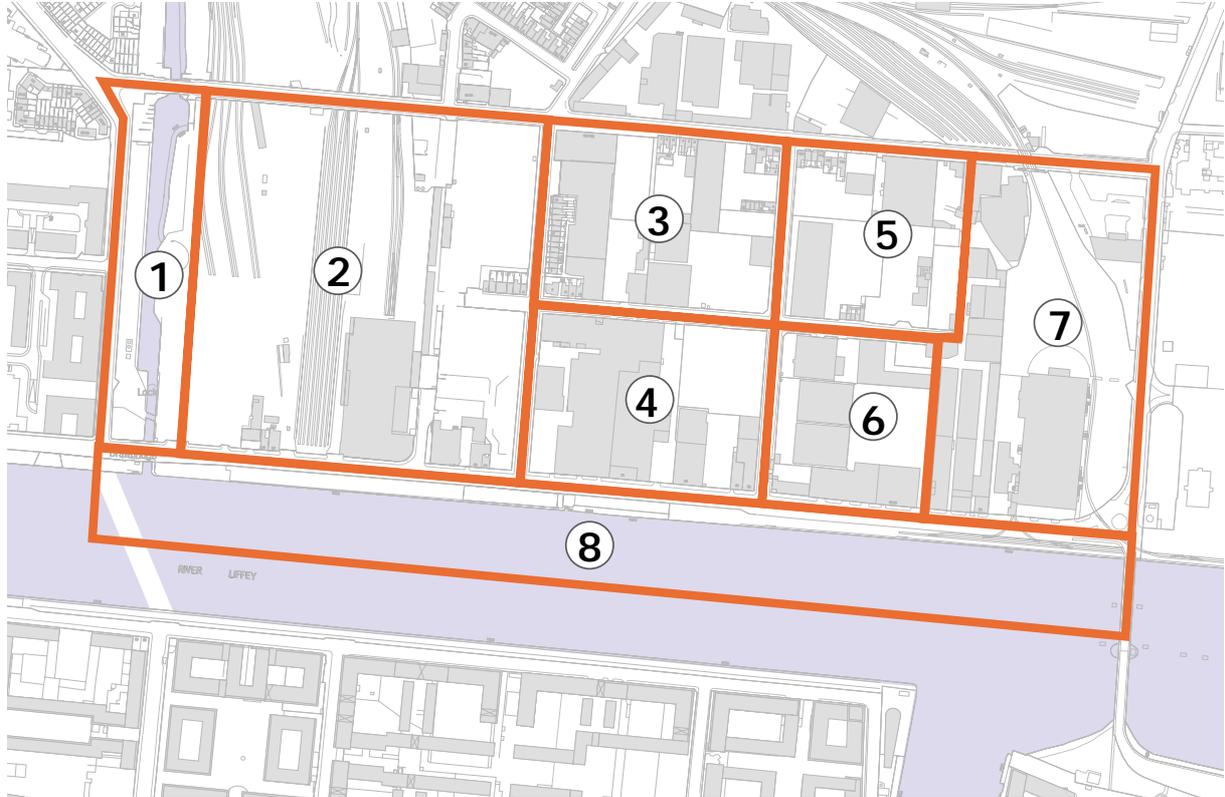


Diagram 2
Development zones

2.2.4 Zone 4

This zone is in multiple ownership. Development parcels range in size from small to large. The predominant use is warehousing and distribution with a small amount of retail and services located along North Wall Quay. The building frontage is continuous and relatively diverse, in terms of design and scale, along North Wall Quay. The other streets are predominantly fronted by large industrial buildings and yard walls. Protected structures in the zone include: Delaney's commercial building and Vallance & McGrath's public house.



Zone 4

2.2.5 Zone 5

This zone is in multiple ownership. There are two small pockets of residential development, one fronting Sheriff Street Upper and the other fronting Mayor Street Upper. There are a number of properties in medium sized land parcels. The zone is largely used for enterprise, light industry, storage and distribution. There are no protected structures in the zone but there are some buildings which add to the character of the Area, for example the former grain store now occupied as an enterprise centre, the Liffey Trust.



Liffey Trust - Zone 5



Quay frontage - Zone 6

2.2.6 Zone 6

This zone is in multiple ownership, with a variety of land parcel sizes. The predominant use is warehousing and distribution with a small amount of retail and services located along North Wall Quay. There are no protected structures in the zone with only two small utilities structures on Castleforbes Road of historical interest. The building frontage is continuous and relatively diverse along North Wall Quay. The Castleforbes Road and Mayor Street Upper boundaries are fronted by large industrial buildings and yard walls.

2.2.7 Zone 7

This zone is in multiple ownership. Land parcels range in size from medium to large. The zone is mixed in terms of land use. The principal and highest profile use is the Point Depot and its associated curtilage. Another significant land use is the strategically-placed service station on the corner of East Wall Road and Sheriff Street Upper. Other uses include enterprise, light industry, storage and distribution and ancillary uses. There is no residential development in the zone. Much of the zone remains open in character.



The Point Depot - Zone 7

There are two protected structures in the zone, the Point Depot, constructed in 1878 as a goods warehouse for the Great Southern and Western Railway, and elements of a commercial building fronting North Wall Quay. There are other features, such as the sett street surfaces, the footbridge and other features associated with the heavy rail link over the site, which add to the character of the Area and may prove valuable in the future development of the zone. The freight line running through the zone connects the rail network with the North Wall Extension in Dublin Port. This is infrequently used but will need to be incorporated into the final design. The zone is strategically located, in terms of car access, adjacent to the East Link Bridge.



The Campshires - Zone 8

2.2.8 Zone 8

This zone is the Campshires. It is wholly owned by the Authority with various lease agreements with a number of parties. Roughly half of the Campshires are covered with former warehouses for the Docks berths. Some contain small scale enterprise uses. The surface of the Campshires is a protected feature. The Campshires are a valuable resource for the city and will be an important part of the amenity provisions for the Area as a whole.



Woolstore

2.3 Historical Development and Conservation

The reclamation and laying out of the Docklands North Lotts Area to create the North Lotts occurred between 1717 and 1729 with the eventual construction of the North Wall. By the 1750s, the Area was fully reclaimed and laid out in its distinctive grid street pattern but had not yet attracted significant development. The North Lotts were divided into 263 plots ranging in size from half an acre to three and a half acres. The plots fronting North Wall were laid out in small, regular and narrow plots. The rear plots between Mayor Street and Sheriff Street were larger but still regular.

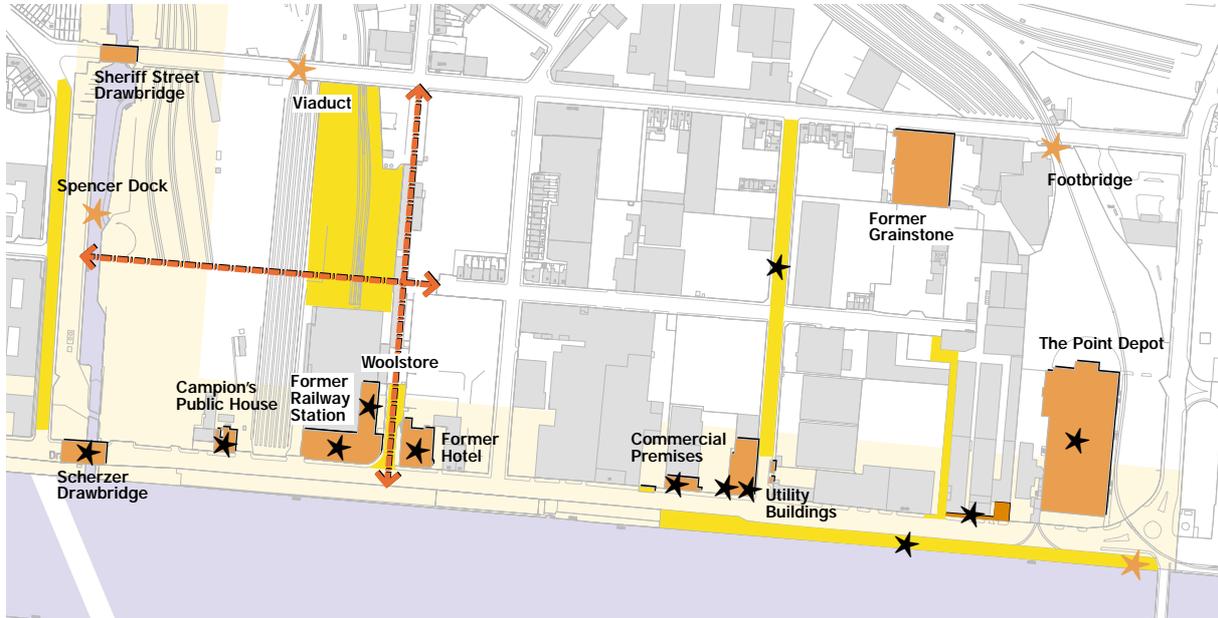


Diagram 3
Conservation

The development of the Area was slow until the commencement of the Royal Canal and Spencer Dock in 1789. Both were completed by 1806. By the mid 1800s the Area included such uses as vinegar works, saw mills and timber yards. In 1867, the passenger and freight rail system reached North Wall Quay and resulted in the further development of the Area for warehousing and light industry and the construction of some buildings of historical significance. The arrival of the railway circa 1830 effectively resulted in the decline of the Canal. Shipping activity ceased on North Wall Quay in the early 1990s.

Conservation Areas and protected structures as listed in the Dublin City Development Plan, 1999, and other features of interest are shown in Diagram 3. North Wall Quay is a registered archeological site on the Sites and Monuments Register. Conservation issues are further outlined in Chapter 6.

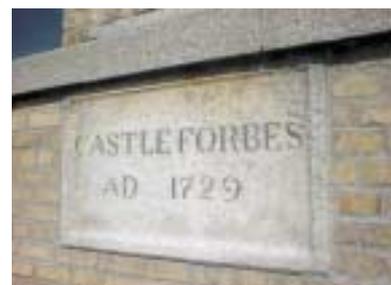
- ★ Protected Structures/Features
- ★ Structures/Features of Interest
- Conservation Area
- Surface to Retain/Reuse
- Historic Street Pattern



Protected structure - North Wall Quay



The 18th century North Lotts



18th century origins



Spencer Dock



Views to the south



Nearby landmark - St Laurence O'Toole's Church

2.4 Waterbodies

The Liffey and Spencer Dock are the key character determining elements of the Area. The construction of the quay walls and Spencer Dock were major feats of planning and engineering. Shipping movement still remains a feature of activity on the Liffey and there is a growing leisure use, particularly in the use of the river for berthing visiting cruise liners. The potential exists for very significantly intensifying such use.

The Liffey corridor is probably the city's most important view corridor. Spencer Dock is situated at the confluence of the Royal Canal and the Liffey. The open nature of the dock remains, largely due to the lack of structures on the margins. At the moment it is hidden behind walls and not accessible to the public. Its potential is very significant for the development of amenities in the city and the Area. The Scherzer and Sheriff Street Drawbridges, the sea lock, dock walls and features are important elements in determining the character of the Area.

2.5 Urban Analysis

The character of the Area derives from many elements, including its flat topography, large grid pattern, predominant medium to large plot sizes, and the industrial nature of buildings and open yards. This is largely derived from the Area's industrial past. A major ordering element is the large grid street pattern, which sets up medium to large development blocks and a regularity almost unique in Dublin. The subdivision pattern has evolved since the reclamation of the Area and is now irregular. This has resulted in a few large buildings on large plots in turn giving rise to limited variety in building forms and uses. Much land remains in open storage areas.

Landmark buildings both within and outside the Area help to provide legibility and definition to the Area. The Area's landmark buildings are located on the North Wall Quay and are protected structures. Nearby landmark buildings help to position the Area in relation to the surrounding city. These include the prominent Church of St. Laurence O'Toole on Sheriff Street/Seville Place, St. Joseph's Church on Church Road and the offices of Dublin Port on East Wall Road. Physical and visual gateways occur on crossroads and corners. Strategic views of the Area occur from Dublin Bay, higher land in the north and south city and on a number of main city radial routes. The waterbodies provide a major element in the Area's image and development in the Area will have prominent city frontage to the Liffey quays. Local views align with the regular street pattern. The Campshires provide extensive, wide views to the river, the city centre and the south city. The quality of frontage in the Area varies with small lengths of frontage meriting retention and significant lengths of frontage of poor appearance. Urban analysis is shown in Diagram 4.

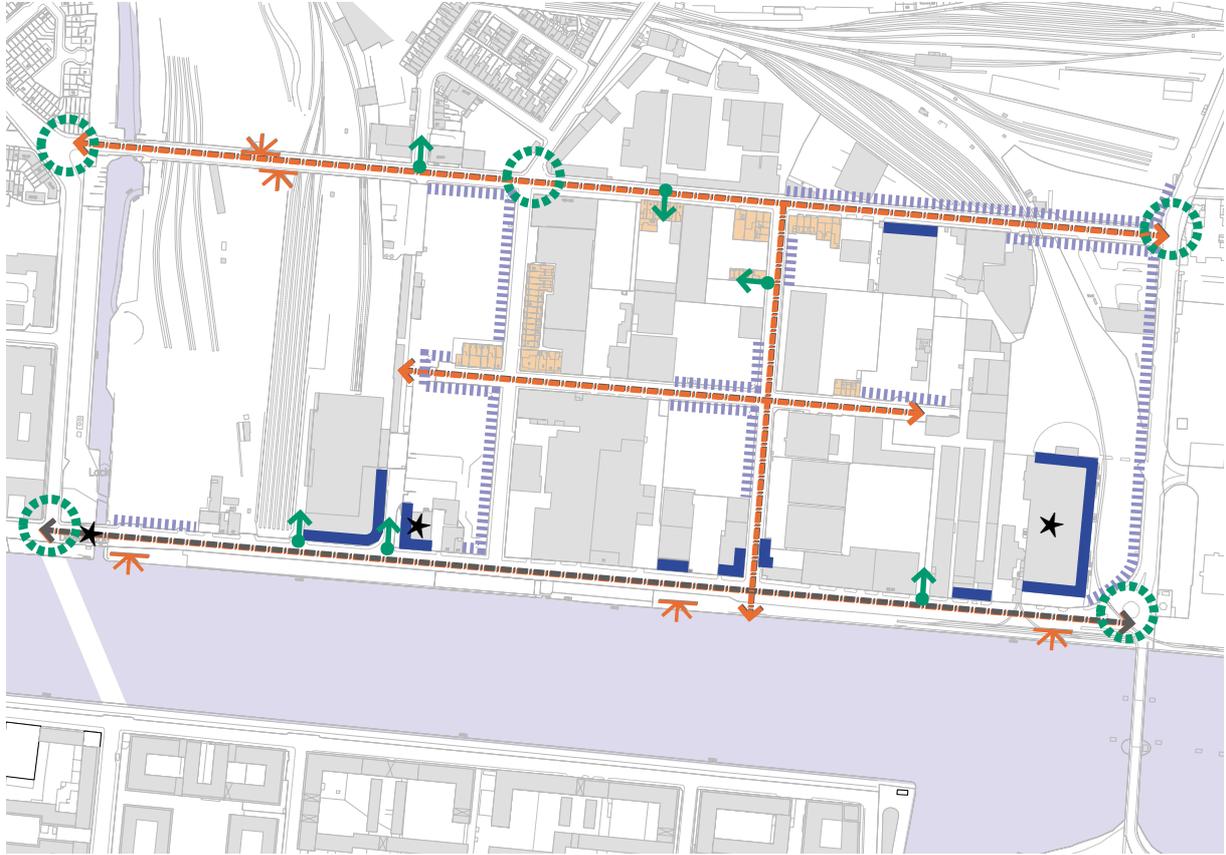


Diagram 4
Urban Analysis

-  Key Views
-  Extensive Wide View
-  Existing Landmark
-  Weak Frontages
-  Attractive Frontages
-  Residential Enclaves
-  Glimpse
-  Gateways



North Wall Quay - a busy traffic route

2.6 Movement and Access

2.6.1 Existing road network

The road network in the Area is primarily orientated east-west with Sheriff Street and North Wall Quay running parallel to the Liffey and linking the Port to the city centre. To the eastern edge of the Area, and bordering the Port, is East Wall Road which connects the East Link Bridge and extends to the north to link with North Strand Road. New Wapping Street/East Road provides a secondary, but important, north-south link, while Mayor Street, which runs parallel to the river between Sheriff Street and North Wall Quay, has been severed by the rail head at Spencer Dock and The Point.

The existing distributor road network in the Area experiences significant levels of traffic, particularly during peak hours. The traffic is generated as a result of both commuter and Port activity, the latter generating substantial volumes of Heavy Goods Vehicles (HGVs) often at peak commuter hours. Traffic surveys conducted in 1998 showed that a number of junctions are operating at/or close to capacity in peak periods, most notably:

- East Link Bridge Roundabout.
- New Wapping Street/North Wall Quay.
- Sheriff Street/East Wall Road.
- New Wapping Street/Sheriff Street/East Road.

The road system cannot sustain significant growth in through, local or Port traffic. Consequently, the future for Docklands (and the city) must be to effect a substantial change in modal split towards public transport, walking and cycling. In addition, interim measures will be required to facilitate port traffic movements until the Dublin Port Tunnel is open.

2.6.2 Public transport

The low residential and working population and the limited options for through routing have combined to create an environment in which there are few public transport services. Currently bus routes 53 and 53A penetrate the Area, but with comparatively low frequencies, while the principal bus corridors are some distance away on Amiens Street and on other city centre radial routes. Connolly Station and Tara Street Station are the principal access points to the DART and suburban rail network. They lie some 10 minutes walk from the western edge of the Area and closer to 20 minutes walk from the eastern extremities of the Area.

2.6.3 Current transportation proposals

A Platform for Change: Strategy 2000 to 2016, outlines key public transport proposals for the Area. The Strategy includes the construction of a second rail corridor (Interconnector tunnel) through the centre of Dublin and through the Docklands by 2010. The most feasible alignment of the tunnel would be between Guild Street and New Wapping Street. A new station, Docklands Station, is proposed at this location. The extension of the LUAS to The Point is scheduled for implementation in the period 2003 to 2006. The most feasible route for this line is Mayor Street.

Dublin City Council proposes the construction of the Macken Street Bridge which would link Guild Street and Cardiff Lane. The bridge has the capacity to provide public transport links between the north and south Docklands. The design and use of the bridge are matters being dealt with by a Road Order and the Authority represented its position to Dublin City Council and An Bord Pleanála in 2000 and early 2001.

The reconnection of Mayor Street between Guild Street and New Wapping Street is an objective of the Master Plan. This will be carried out as part of the development of this large site. When completed this will provide greater accessibility for all modes of transport in the Area and particularly for LUAS, buses and pedestrians. Construction of the Dublin Port Tunnel has commenced and will provide a new strategic link to the Port from the north. It will consist of a dual carriageway linking the Port area to the Airport motorway at the Coolock Interchange. The Tunnel should appreciably reduce HGV movements in the Area, although a significant proportion will seek to continue to pass along the Quays through the city centre.

Dublin Bus is currently reviewing its routes and services. One service that is likely to be initiated shortly by Dublin Bus or private operators is a Heuston Station/Docklands link along the Quays. Other proposals for improved bus access to the North Docklands are most desirable and likely to be forthcoming. Private bus companies are currently providing the IFSC bus service and airport services. Further routes may open with deregulation.

The Corporation is in the process of reviewing cycle network provision across the city centre, and it is likely that new proposals will emerge for the cycle network within the Docklands. The Authority will encourage this. Diagram 27 (Chapter 7) shows current transportation proposals.

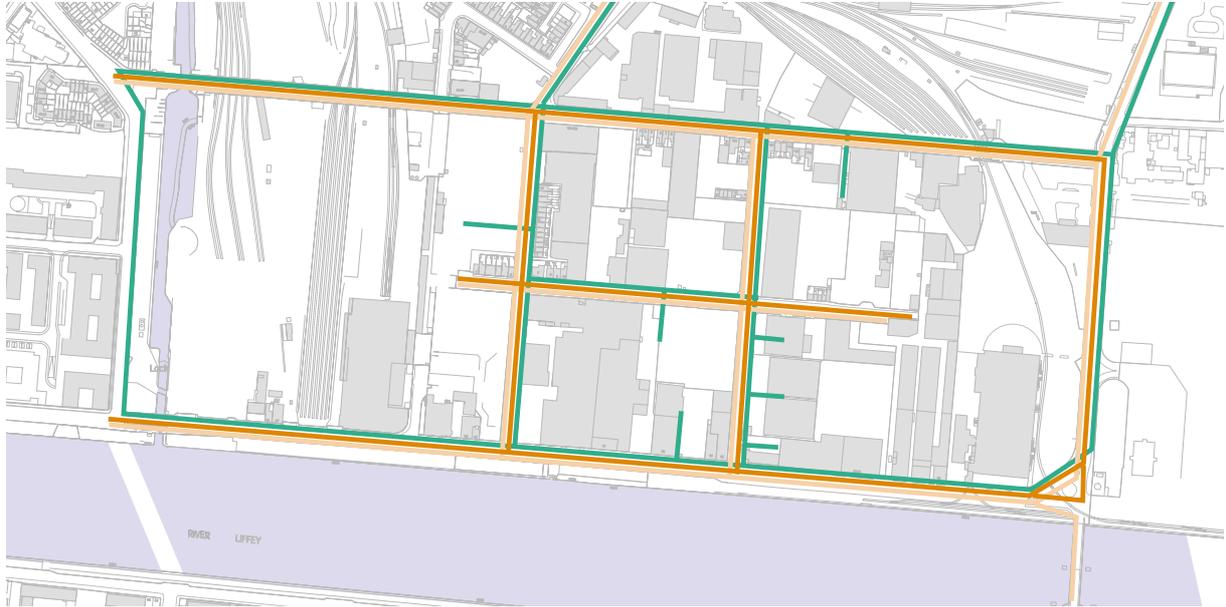


Diagram 5
Services and Infrastructure

- Gas Lines
- Electricity
- Telephone Trunk Lines



Diagram 6
Services and Infrastructure

- Water Distribution
- ⋯ Main Sewers

2.7 Services & Utilities

The existing services infrastructure follows the street pattern as indicated on Diagrams 5 and 6. It is inadequate at present to cater for the proposed development. Major upgrading of existing infrastructure and new infrastructure is required. This will include the following:

- A new pumping station and rising main for foul water to Ringsend Treatment Works to serve the sewerage needs of both the development of the Docklands North Lotts Area and the adjacent area.
- The discharge of surface water by pumping directly into the Liffey. Discharge of surface water into the existing combined sewer system will not be acceptable to Dublin City Council. Discharge systems will be required to be designed to ensure that no contamination of the River Liffey occurs. Six hours storage must be provided based on a five year return period storm.
- The provision of new watermains to supply the anticipated water demand generated by the development of the Area. It will be necessary to ensure an adequate level of water supply within the Area in the interests of public health and fire safety. The internal watermain layout shall be designed and installed to Dublin City Council standards.
- The upgrading of the electrical distribution network with the provision of at least one new 110KV substation.
- The ongoing upgrading of telecommunications services. Service providers will be required to share common routes and infrastructure in the Area.

Efforts should be made to incorporate all utility facilities within developments in an imaginative way to avoid sterilising land or creating visual blight.

2.8 Contaminated Land

A desktop study of former land uses, together with information from previous development proposals within the Docklands North Lotts Area, suggest that some sites may be contaminated. The detailed extent of the contamination will need to be determined by site specific surveys of ground conditions and hydrogeological studies. These will be carried out by developers to the satisfaction of the Environmental Protection Agency and will be publicly available in the Authority's offices (see Section 8.2). Any contaminated land will require appropriate remediation and it may be that a licence under the Waste Management Act, 1996 will be required. The remediation standards applied to the Dublin Gas site at Sir John Rogerson's Quay by the EPA should be taken as a quality benchmark.



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.

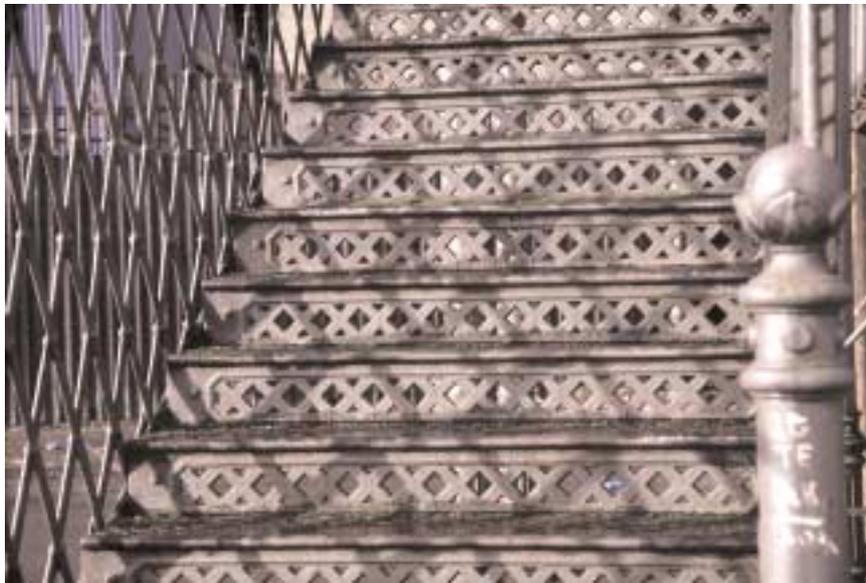
3.5 Policies

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



4.0

Distribution and Location of Uses

This chapter outlines the land use objectives for the Area, including detailed objectives for the following uses; office and enterprise, residential, retail, entertainment, events and tourism, and community facilities.

4.1 Introduction

In general, an even mix of development will be required in the Area. However, it will be desirable to allow for the concentration of some uses in certain locations to provide places with distinctive character.

The overall mix of development for the Area will be consistent with the Master Plan objective to assign 60% of developable land area for residential use and 40% for commercial use. The residential category includes community, cultural, hotels and local shopping for the purposes of this ratio. There is a prior assumption that this ratio will be met on all sites above 0.2 hectares (0.5 acres). Variations on the ratio may be considered subject to an absolute minimum of 40% residential and 30% commercial with 30% variable where a development:

- contributes to the enhancement of the Area through the provision of public open space; or
- provides social and affordable housing in excess of the Authority's minimum requirement; or
- provides other elements which can be clearly demonstrated to advance the social economic and physical policies of the Master Plan

and where significant falling demand for either particular use can be independently demonstrated.

Small sites, i.e. those below 0.2 hectares (0.5 acres), may be exclusively devoted to a single use, provided the use at ground floor enlivens the street.

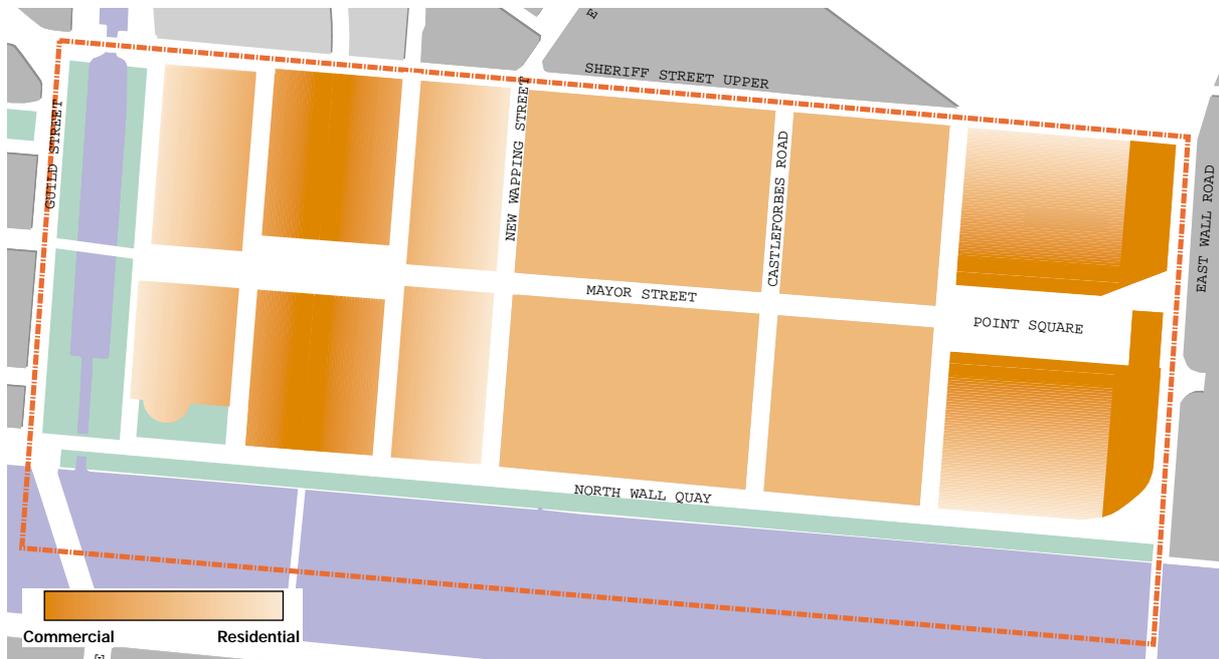


Diagram 7
Land Use



Recent office development nearby

4.2 Office and Enterprise

Demand for office space of most types, ranging from corporate headquarters to small unit offices, remains strong in Dublin. The Docklands Area, and in particular the IFSC, has succeeded in attracting a large amount of 'Type A' professional and business office space in high spec, high profile buildings. 'Type B' office space, required for such activities as R&D and telemarketing, has also been developed, most notably at East Point in the north Docklands. Small unit offices and enterprise units are located throughout the Docklands. Offices will comprise an important element of the commercial component of the Area.

Smaller office and enterprise space should be located throughout the Area where it can be integrated into the grain of the developing Area and mixed with other uses such as residential and retail. The potential for office use above the shop should be considered.

Larger Type A offices will be encouraged to locate in proximity to the Docklands Station. All office development should be designed in a flexible manner allowing for future subdivisions to accommodate market changes. Such offices will be encouraged to include a meaningful degree of public accessibility. Principally this would be on the ground floor and provide permeability of a large block or, where active street uses are not compromised, some public café/retail use or place of worship or similar.

Developers will be expected to provide ground floor accommodation for service traders, community service offices/uses and similar along secondary street frontages, in order to allow occupancy of the Area by micro-economic activities and to enhance local sustainability.

4.3 Residential

It is the policy of the Master Plan to achieve a mix and balance in the size, type and tenure of residential development, and in so doing increase the residential base throughout the Docklands Area. It is the Authority's objective to ensure that residential units will vary in both size and type to accommodate single people, families with children, older people and those looking for retirement homes close to the city centre.

The demand for housing in the Docklands is extremely strong at the moment. The adjacent IFSC has attracted substantial apartment development. Given recent experience and demand, the Docklands North Lotts Area will be an attractive location for apartment development in the coming years.

There is a need to provide units that are suitable for owner occupation. Owner occupiers, relative to investors, are discerning in their choice and will be seeking, for example, large living spaces, separate kitchens and en-suites to the main bedrooms. The accommodation provided should therefore be large and attractive in design to attract owner occupiers.

The Planning Scheme will seek to concentrate accommodation for single people and couples in the areas of Station Square and the Point Square and concentrate accommodation suitable for families in the areas in between these two locations. The Planning Scheme will therefore permit a maximum density of 247 units net per hectare in the family area and 325 units per hectare in the areas of Station Square and the Point Square. In the case of the family areas the maximum proportion of single bedroom units is 25%. In the case of the other areas, it is 35%.

Family housing should be located surrounding new urban spaces where high quality townhouse, mews and duplex developments will be promoted. Private open space should be available to most townhouse and mews developments. The Authority will, in the assessment of Section 25 applications for larger scale residential development of 50 or more units, require the inclusion of a minimum of 25% of family-sized units i.e. a minimum of 80 square metres floor space. In smaller scale residential developments the Authority will require a pro rata provision to ensure a sufficient number of family-sized units.

The Planning Scheme will require a significant degree of residential or hotel use along North Wall Quay to ensure enlivenment of the riverfront.

Adequate sizes and dimensions for residential units, together with associated facilities and amenities such as private and public open space, are crucial in achieving quality residential development. In particular, at least 8sqm per bed space of private or semi-private open space shall be provided in residential developments. Such space can include balconies, roof gardens and courtyards. Detailed design standards for residential development should comply with the provisions of Residential Density: Guidelines for Planning Authorities (DoELG, 1999) and the Dublin City Development Plan, 1999.



Recent high quality residential development



Docklands mews and townhouse development



Mews development

All residential development must include 20% social/affordable housing. This housing should not be distinguishable in terms of design quality or construction materials from private housing. The Authority will encourage a broadly distributed provision of social and affordable housing within private housing developments. Social and affordable housing should be targeted so far as necessary and practicable, at the needs of Docklands communities. The current predominant need in Docklands is for social rather than affordable owner occupation and this would suggest a preliminary split of c.15% social, 5% affordable owner occupation. Further tenure models will be researched such as not-for-profit-rental. The Authority in carrying out its own development and in certifying development under Section 25 will have regard to the housing strategy of Dublin City Council and the Master Plan, in particular those provisions relating to Docklands housing needs.

4.4 Retail

Existing retail development in the Area is limited to dispersed, small shop units. Recent retail development has occurred west of the Area on Mayor Street Lower. Additional retail facilities will be required in the Area to serve new and existing communities. It will also be important to provide for evening shopping in the Area.

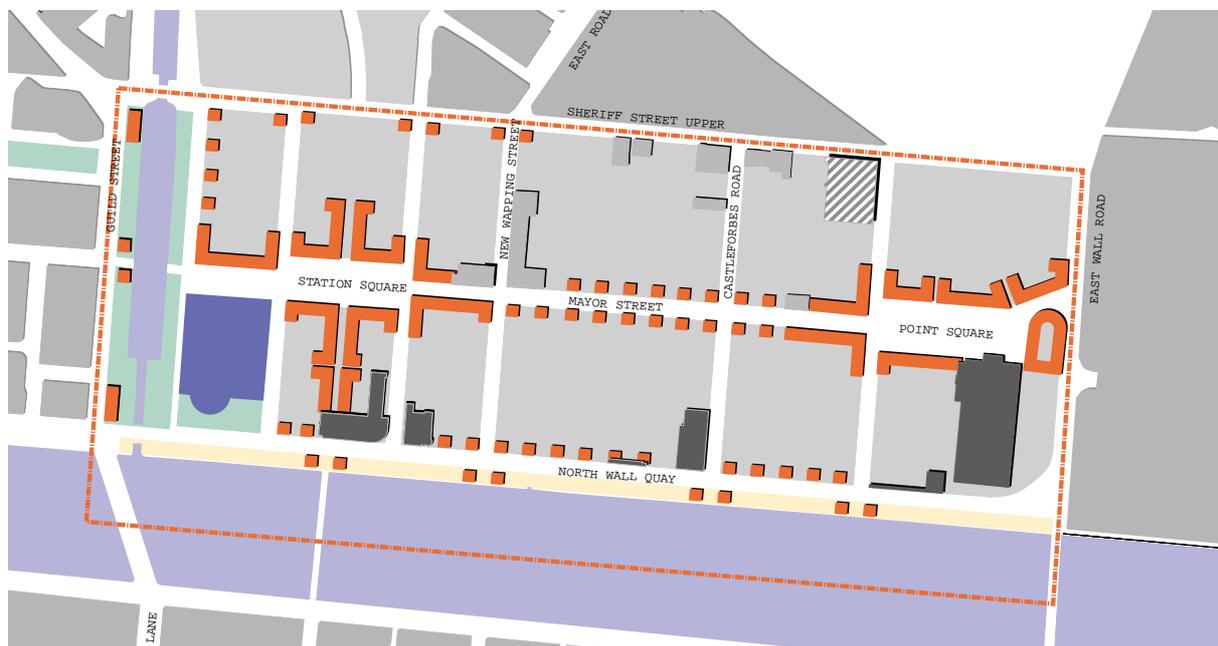


Diagram 8
Other Uses

- Proposed Conference (
- Potential Retail/Cafe
- Intermittent Retail/Cafe
- Protected Structures
- Buildings to be Retained
- Existing Residential

Retail use should be developed at the following locations:

- At Station Square. Maximum single unit size should be 500sqm gross floor space. Smaller unit shopping should be located in the Station complex and fronting Station Square.
- At the Point Village. Retail use should be provided to complement the existing entertainment, events and tourism function in the form of a 'district centre'. The maximum gross floor space of any single convenience retail development should not exceed 3,000sqm. The phasing of retail development, the number of units and the total amount of floor space should respond to prevailing market conditions and will be conditional on adequate public transport access to the Point Village. A retail impact assessment may be required in respect of any Section 25 application for a large scale retail development at The Point.
- Along Mayor Street and North Wall Quay. Retail/leisure use may take the form of predominantly small units which can fit the grain of the streets and integrate with other uses such as residential and office.
- On other main streets (Castleforbes Road, Sheriff Street and New Wapping Street) where small units can provide local retail services, fit the grain of the streets and integrate with other uses.
- Along the Linear Park. Restaurant/café use in particular will be encouraged fronting onto the park.

The Authority will have regard to the Retail Planning Guidelines for Planning Authorities in the assessment of Section 25 applications for retail development.

4.5 Entertainment, Culture, Events and Tourism

The Area is well positioned to benefit from tourism and entertainment due to its proximity to the city centre, its anticipated connection with quality public transport and its major waterbody resource.

The Area already possesses a significant entertainment and events venue in the Point Depot. This function should be reinforced with the development of additional entertainment and events venues, improved leisure and associated facilities such as retail and hotel use (see Section 4.10).

The Authority will encourage the provision of cultural uses throughout the Area. A site is identified in the Master Plan for the development of a public park, possibly including a major cultural building, at Spencer Dock. The development of the National Conference Centre on this site will have a major impact not only on business tourism but also on providing a high quality resource for exhibition and arts/cultural performances.



Mixed use building with ground floor retail



Entertainment venue

4.6 Community Facilities

A range of community facilities will be required to support the future community of the Area as well as meeting any identified shortfalls for existing or neighbouring communities. The Authority would expect a number of such facilities to be provided by the private sector in response to economic demand and the public accessibility criteria of Section 4.2. and the Authority will continue, through its Community Development Project Initiative, to help fund projects which meet its criteria for such projects. The zonings adopted will permit consideration of the location of any community uses within the entire area of the Scheme. The Authority will apply the Planning Scheme process to the procurement of appropriate provision of community facilities as necessary for the sustainable development of the Area and in the context of the Area's proximity to existing communities and community facilities. Such provision may arise through market demand, direct Section 25 conditioning, provision funded through financial contributions as described in Section 8.1 or by the Authority's facilitation of public, private or community project sponsors through the planning process or otherwise.

4.6.1 Schools

The Master Plan determined that there was an adequate schools capacity, both primary and secondary, within the Docklands area and its immediate environs to meet the likely demand from future population growth. However, the Master Plan also indicated that this would be kept under review: The Authority is therefore undertaking such a review to establish existing capacity, likely demand and any physical inadequacies in existing schools. This exercise is being carried out in consultation with the Department of Education and Science, school management, teachers, parents and community interests.

A shortfall in recreational facilities has already been identified and imaginative ways of maximising the proposed amenity spaces for shared school use will be explored by the Authority in conjunction with the schools.

The National College of Ireland is locating in IFSC II. This will provide for a range of third-level courses and incorporates many aspects of the Saol Scoil concept from the Master Plan. The College represents an invaluable resource for the existing and future residential and business communities of the Area.

4.6.2 Health Facilities

The Health Authority has expressed a desire to locate a primary health care unit in the Area. The land use zoning will permit consideration of such a use and preference will be given for locating it on Point Square, Station Square or on Mayor Street where advantage can be taken of accessible public transportation.

4.6.3 Religious Centres

Again, the zoning permits the consideration of the location of churches, meeting halls etc. within the Area. Sympathetic consideration will be given to such uses on the main circulation routes, particularly Mayor Street.

4.7 Recreation and Amenity Areas

The primary amenities within the Area are the waterbodies and the quayside. The waterbodies provide a wealth of watersport and event opportunities.

Public open space should be provided to allow a high level of accessibility to the existing and future community of the Area and surrounding areas. Play areas should be provided in the smaller urban squares and spaces.

Consideration should be given to the provision of a state of the art Community Recreation and Resource Centre in the Area. This may be an element of either commercial or residential development. Such a facility should target the Area community and assist in integrating new and existing communities. The sustainable operation of such a facility will require planning between the Authority, Dublin City Council and the local community.

The Planning Scheme will encourage the provision of sporting facilities within buildings and the use of roof surfaces for safe sporting use.

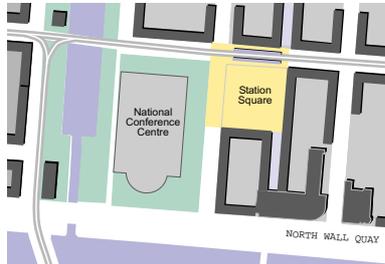
Amenity aspects are dealt with in detail in Chapter 6.

4.8 Child Care

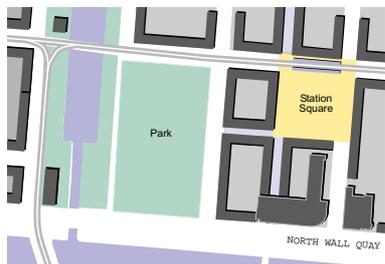
Crèches /childcare centres and other outdoor quality space catering for children's needs should be provided at appropriate locations to cater for residents and workers. These facilities should be provided as appropriate as part of larger development proposals. ***Regard shall be had in such provisions to the standards set out in the Guidelines on childcare facilities published by the Department of the Environment and Local Government. (Modification No. 1)***



Crèche in residential development



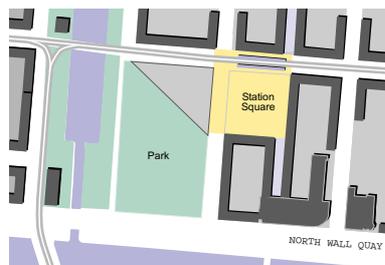
i) National Conference Centre



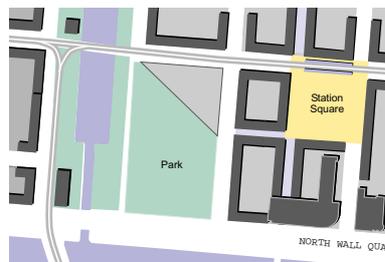
ii) Park Option



Park Citroën



iii) A major Government building initiative/cultural building or a revised national conference centre proposal



iv) A major Government building initiative/cultural building or a revised national conference centre proposal

i-iv) Modification 4

4.9 National Conference Centre at Spencer Dock

This site has been earmarked in the Master Plan for development as a public park possibly including a major cultural building. Since the adoption of the Master Plan permission has been granted for the development of the National Conference Centre on the site, which the Planning Scheme supports. The grant of planning permission for the Conference Centre includes an exhibition hall to the east of the building. The Planning Scheme will allow for the development of exhibition halls to the east of the Conference Centre. The exhibition halls may, if required, be directly connected to the Conference Centre building. In the event that this project does not proceed the site should be developed in line with the Master Plan either:

- As a public park with a very high quality of design and finish providing a major new amenity and acting as a catalyst for development in the Area, and/or,
- For a major Government building initiative/cultural building or a revised national conference centre proposal. The building should be located at the north eastern corner of the site enclosing Mayor Street and Station Square. To ensure that a strong sense of continuity is achieved, the height of the building should be such a scale to achieve the enclosure of Station Square. The building should have a presence on Mayor Street, Station Square and the Linear Park although its predominant entrance should be onto the public park to the south. The architectural design of the building should be of the highest quality and comply with the guidelines set out in Section 5.4. It should be designed to minimise sterile or servicing functions on major frontages. Its western building line should be located a minimum of 15.5 m from the eastern edge of the former dock basin and preferably 20 m or more distant. The major Government building initiative / cultural building/ national conference centre should be devoted primarily to public use with secondary community use permitted. It is also envisaged that the primary use may be supported by ancillary uses such as exhibition galleries, restaurants and theatrical performance spaces.

4.10 The Point Village

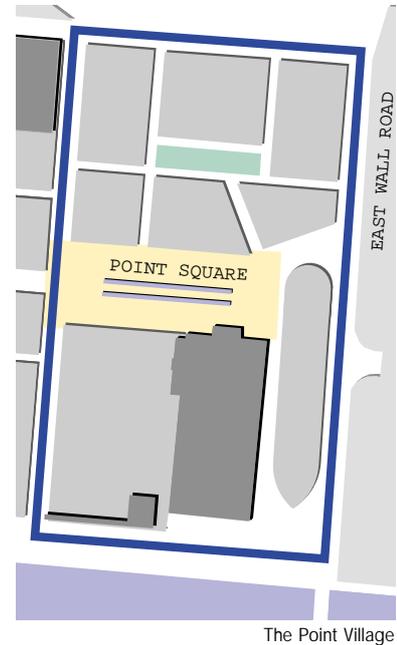
It is an objective of the Planning Scheme to seek the development of an entertainment/district retail centre, 'The Point Village'. The Point Depot at present provides the Area with distinctive functions of a city - wide nature. It is proposed to build upon and reinforce these entertainment / leisure uses. The Point Village, located at the eastern end of Mayor Street on an important visual axis, will be further enhanced by the extension of the LUAS. The Master Plan includes objectives to provide retail and hotel use in addition to a multi-storey car park at this location. It is proposed that indoor sports, leisure and entertainment uses, such as cinemas, will be encouraged, in the context of a balanced mix of uses that function through the day and evening.

4.11 'SEVESO II'

Council Directive 96/82/EC on the control of major accidents involving dangerous substances.

The Directive aims to prevent major accidents involving dangerous substances, and to limit the consequences of such accidents for human beings and the environment. Member States are obliged to ensure that the Directive is taken into account in land use policies. The Authority's objectives for land use are incompatible with the location of establishments where dangerous substances are present. The Authority will therefore not issue any Section 25 Certificates for the location or development of such establishments in the Area.

Utility service units such as electrical substations or gas installations are not deemed to be included in this category.





A robust events square

4.12 Policies

The Authority will:

- 1 Allocate land use in the mixed fashion shown in Diagram 7 and 8.
- 2 Ensure that an overall land use mix of 40% commercial and 60% residential based on land area is achieved within the Area. There is a prior assumption that this ratio will be met on all sites above 0.2 hectares (0.5 acres). Variations on that ratio may be considered subject to an absolute minimum of 40% residential and 30% commercial with 30% variable where a development:
 - (i) contributes to the enhancement of the Area through the provision of public open space; or
 - (ii) provides social and affordable housing in excess of the Authority's minimum requirement; or
 - (iii) provides other elements which can be clearly demonstrated to advance the social economic and physical policies of the Master Plan

and where significant falling demand for either particular use can be independently demonstrated.

- 3 ***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. (Modification No. 2)***
- 4 Have regard to the housing strategy of Dublin City Council and the Master Plan in carrying out its own development and in certifying, under Section 25, development by others to be consistent with the Planning Scheme, in particular those provisions relating to Docklands housing needs.
- 5 Encourage the provision of a significant content of 'own front door' residential accommodation within apartment schemes in the Area.
- 6 Require, in the assessment of Section 25 applications for larger scale residential development of 50 or more units, the inclusion of a minimum of 25% of family-sized units i.e. a minimum of 80 square metres floor space. In smaller scale residential developments the Authority will require a pro rata provision to ensure a sufficient number of family-sized units.

7 Facilitate:

- (i) the development of a National Conference Centre, or
- (ii) the development of a new urban park and/or
- (iii) the development of another Government initiative for a major cultural building as located and shown in Section 4.9.

8 Require the designers of the major Government building initiative/ cultural building/national conference centre to meet with the height and design criteria of Section 4.9.

9 Permit primarily public use with secondary community use in the major government building initiative/cultural building/national conference centre.

10 Provide for sufficient retail facilities to cater for the demands of the population working, living and using the Area and in particular encourage a concentration of retail facilities in the vicinity of the Point Village.

11 Seek, in order to ensure the animation of the Linear Park, the urban park and the River Liffey, an appropriate degree of lively ground floor uses in development fronting onto these locations. A significant degree of residential or hotel use will be required along the North Wall Quay frontage.

12 Encourage the concentration of leisure/entertainment facilities at the Point Village including a multi storey short stay visitor car park.

13 Encourage the provision of crèche/nursery facilities throughout the Area.

14 Encourage the use of the existing former railway station at North Wall Quay as an entrance to the Docklands Station.

15 Encourage the development of community facilities throughout the Area.

16 Allocate land for amenity purposes as outlined in Chapter 6.



Major new landmark building



A high quality public park as a catalyst for development



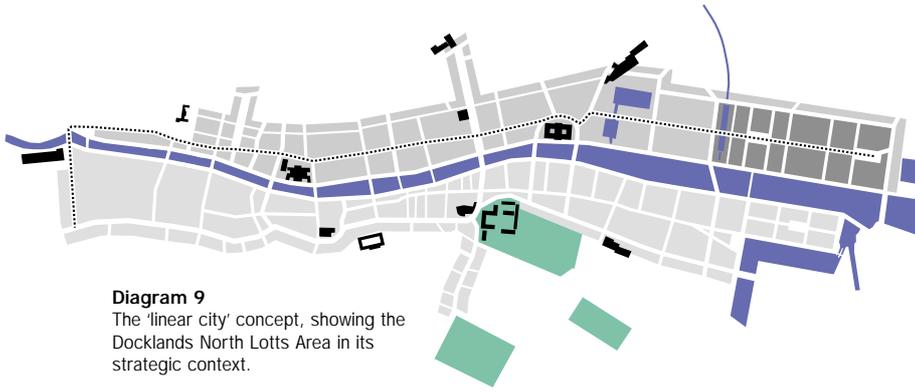


Diagram 9
The 'linear city' concept, showing the Docklands North Lotts Area in its strategic context.

5.0

Overall Design

including maximum heights and external finishes.

This chapter deals with the overall urban design approach that has been adopted. It starts at the strategic level and proceeds through to the local context. It covers such issues as overall height, massing and detailed building design matters.

5.1 Urban Structure

The provision of a robust urban structure for the Docklands North Lotts Area is based on creating a clear hierarchy of major routes and spaces in the Area. This provides the rationale for the location of major buildings and particular land uses in the local area, as well as celebrating civic routes and spaces which operate at city scale. The key principles outlined below have been applied to developing the urban structure for the Area.

5.1.1 Extending the linear city

The Area offers a logical extension of the urban structure of the city eastwards, creating the potential for a linear city which extends along the north bank of the River Liffey from Smithfield in the west to the Port in the east (Diagram 9). The Point becomes an entry point to the city - the first point of arrival for passengers from the ferry and liner terminals. Building on this principle, Mayor Street becomes an extension of the main civic spine on the alignment of the proposed LUAS light rail system. The location of new light rail stops at Station Square and at the Point Village and the proposed Docklands Station establishes the potential for major new development nodes along the spine.

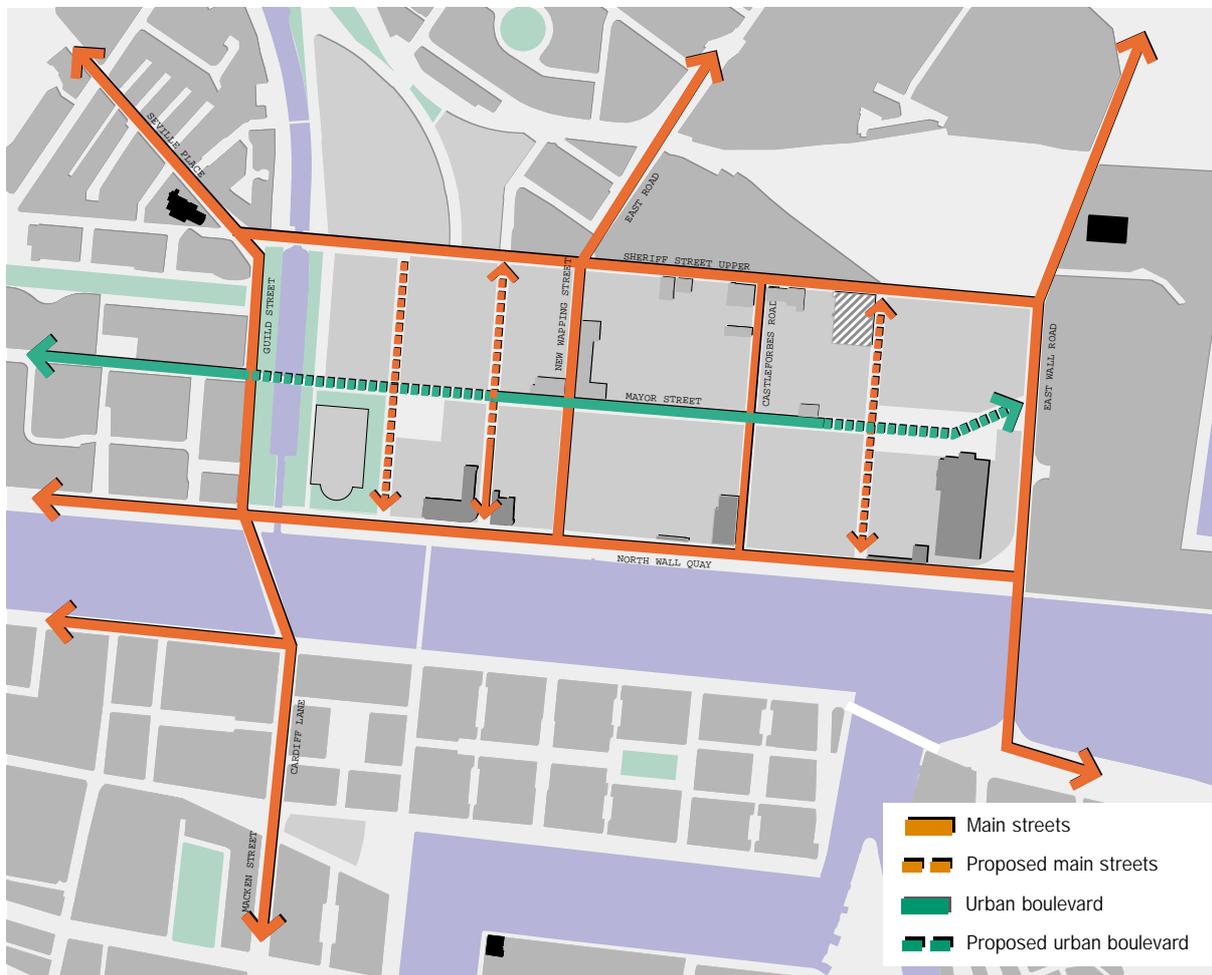


Diagram 10
Building on the orthogonal block structure by introducing a new order of primary routes including a new urban boulevard along Mayor Street
(Modification No. 4)

5.1.2 Building on historic street and block patterns

The Area is characterised as having a strong orthogonal grid that clearly defines the pattern of blocks and buildings in the Area (Diagram 10). Although the grid is discontinuous, largely as a result of railway infrastructure, an opportunity exists to reinstate the historic connections in the Area and provide a logical framework of major development blocks. These blocks will form the basis for the detailed layout of internal blocks and plots within the Area.

In this respect, the proposal is to reinstate Mayor Street as the central spine, provide additional north-south streets on the line of historic streets, and improve links to surrounding areas. The Master Plan identifies the prescribed location for the new urban park. To facilitate this option, the proposed most westerly north-south route adjoining the park should be centered at a minimum of 120 m from the centre of the canal, at the existing lock gates.



Making a high quality urban boulevard

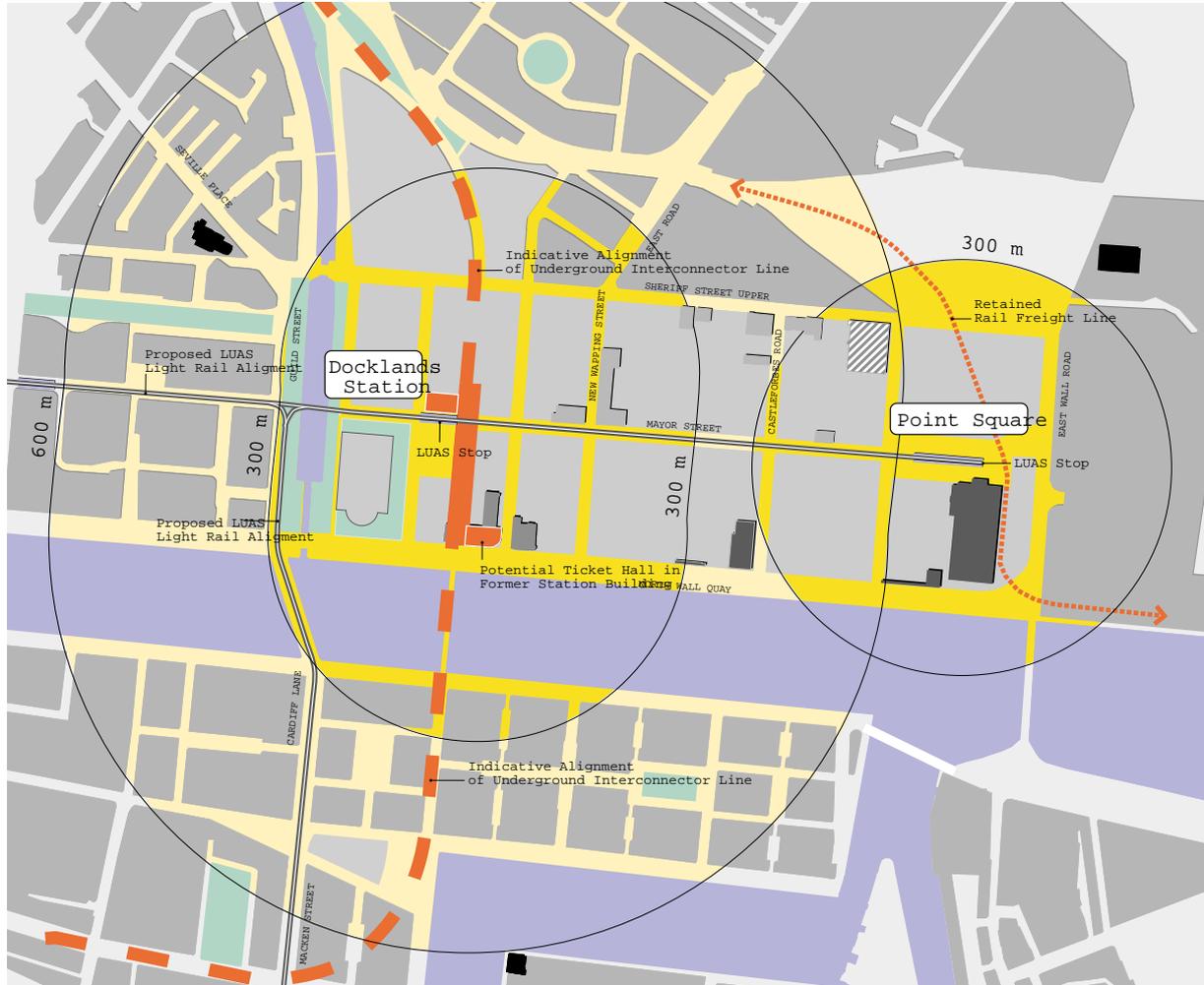


Diagram 11

Rail infrastructure showing proposed light rail system, Interconnector Line, new station and existing rail line at The Point (Modification No. 4)

5.1.3 Exploiting new accessibility

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).*
- (Modification No. 3)

The existing railway line at The Point provides access to the Port and is part of the overall character of the Area. This route needs to be accommodated in the future development of this Area.



Integrating light rail in the main street



Diagram 12
Main urban structure showing the central spine, Liffey frontage development and north-south pedestrian spine on the line of the new pedestrian bridge to Grand Canal Dock.
(Modification No. 4)



5.1.4 Making better connections

The Grand Canal Dock Planning Scheme proposes the introduction of a new north-south pedestrian spine which follows the quayside of Grand Canal Dock to the south. This route intersects at Grand Canal Square with an east-west pedestrian spine that extends into the city. The north-south route crosses the River Liffey via a proposed pedestrian bridge, setting up a strong desire line to the north through the former station building on North Wall Quay (see Diagram 12). A further opportunity exists to strengthen this spine by providing safe and effective access to Docklands Station and light rail stop at Station Square, opening up access to people living south of the river.

The nature of rail infrastructure, topography and major land uses in the vicinity establishes a strong sense of isolation within the Area. An opportunity exists to extend the network of routes to the north by connecting through the triangle of land to the north of Spencer Dock to the East Wall residential area. This could be effected by a pedestrian bridge over the railway line to connect into Church Road. Potential exists for an additional pedestrian crossing of the Royal Canal north of Sheriff Street and improved links along the proposed linear park to the north. Greater integration with adjoining residential communities to the north will be achieved by the creation of new routes through the Area, the development of new urban squares and open spaces (in particular the Royal Canal linear park) and the implementation of an appropriate area action plan about to be prepared by Dublin City Council for the triangular area of land above.

5.1.5 Making of a modern main street

In building on the proposal to extend the linear city and create a strong sense of place along the Mayor Street corridor, it is proposed that Mayor Street be widened to 21 metres to cater for the LUAS extension. The street becomes a new urban boulevard, reflecting the scale of importance of the route as a main integrator of urban activity. The scale of buildings should both contain and enhance the character of the street providing active uses at ground floor and a range of uses above.

5.1.6 Creating two new public squares

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. Diagram 10, 11, 12, 13, 14, 15, 16, 25, 27 and 28 shall be amended accordingly with respect to Station Square. (Modification No. 4)

The scale of the Point Square is established by the dimensions of the light rail stop as well as the location of the Point Depot. This establishes a long rectilinear space which could function as a focus for evening activity and events. In this respect, Point Square becomes a livelier flexible space, building on the potential for large outdoor events.

5.1.7 Making a new amenity on the River

The Planning Scheme makes allowance for the proposed conference centre to be accommodated in its realigned position on the site immediately adjacent to Spencer Dock as determined by the decision of An Bord Pleanála. Should the National Conference Centre not be developed, it is proposed that the original Master Plan proposals be adopted. The creation of a major public park in this location is proposed, with the possibility of a cultural building being developed within the park. Any building or architectural feature proposed for the park should be designed to ensure the enclosure of Station Square.

5.1.8 Making a new amenity of Spencer Dock

Spencer Dock provides a unique opportunity to create a more intimate relationship with the canal and river. As a main focus to the proposed linear park along the Royal Canal, Spencer Dock could be developed with new waterside buildings including pubs, cafés, etc., located close to the water and providing a focus for leisure and entertainment activities. This could be achieved through a series of smaller pavilion buildings and boat houses which would add to the vitality of the Area. The operational and locational implications associated with such development would be the subject of consultation with Waterways Ireland.



Creating high quality spaces



Making a lively place

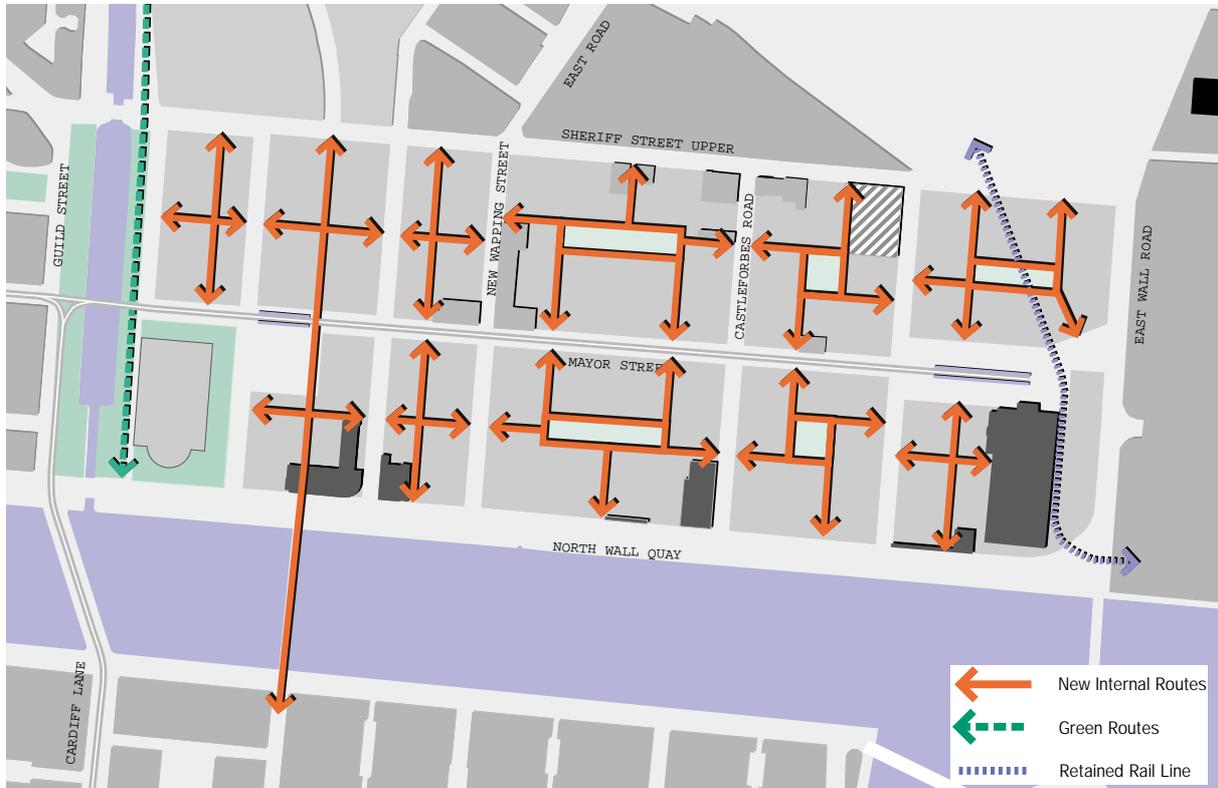


Diagram 13
The network of smaller streets and spaces
(Modification No. 4)



Building a rich and varied urban scale

5.2 Urban Grain

The establishment of a clear urban grain of blocks and plots is essential to creating mixed use places. This implies that the creation of a secondary order of routes and spaces is necessary to provide a framework for the subdivision of the larger blocks.

5.2.1 Defining a network of new routes and spaces

The Planning Scheme proposes a series of internal routes and public places (some of which may be shared surface between vehicles and pedestrians) as shown in Diagram 13. The objective is to create a strong east-west series of informal routes and spaces. These routes can be pedestrian or vehicular to suit internal access and design. Those intended for vehicular traffic will be designed to the lowest order of traffic speeds. These routes and spaces are not prescriptive in location. Developments will however be expected to adopt the objectives implied in the layout. A key principle is to include in each major block a local open space which could be used as a play area.

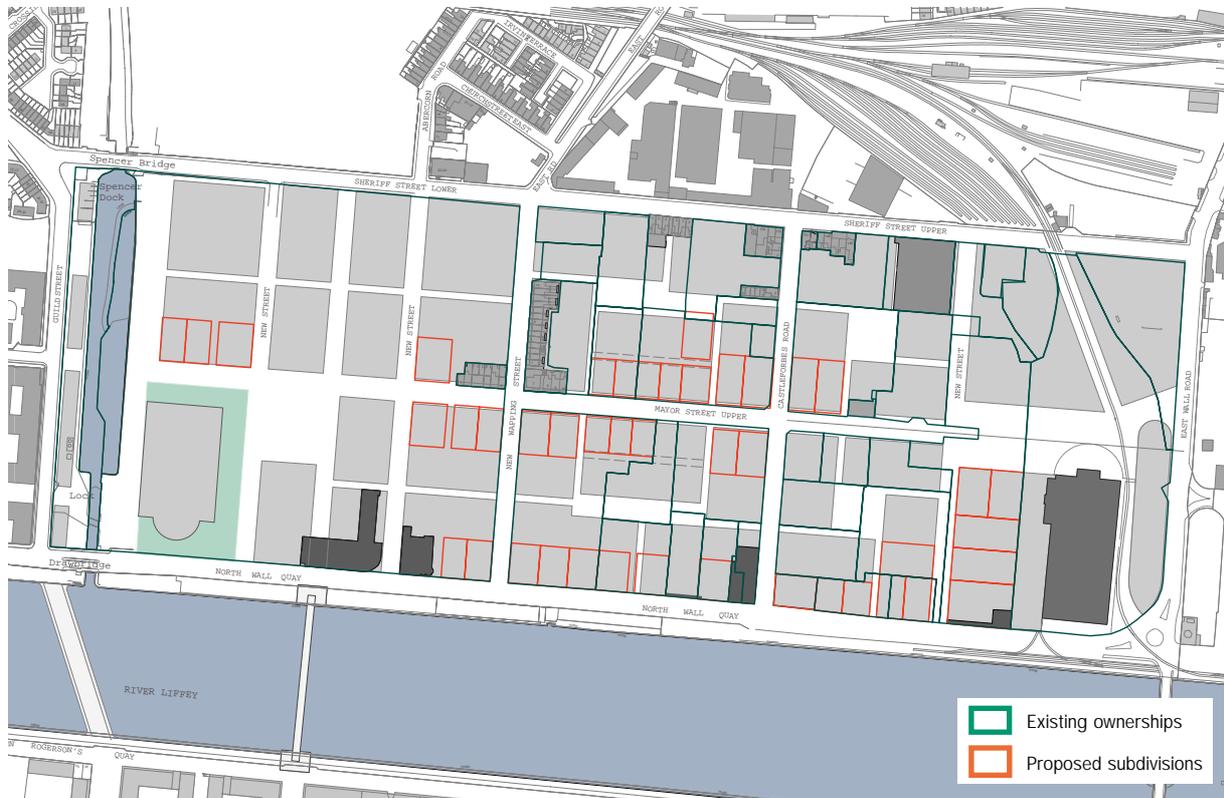


Diagram 14
Working with existing land ownerships
(Modification No. 4)

5.2.2 Building on the existing pattern of subdivisions and ownerships

A key factor in laying out these blocks is ensuring that a number of the routes and spaces can be delivered by individual landowners without necessarily requiring full scale acquisition. The alignment of internal routes and potential new sub-divisions of blocks therefore largely follows existing known plot ownerships. An important principle in the Planning Scheme is the maintenance of the plot sub-division to ensure finer grain urban development. This applies particularly to the middle section of the Area where land parcels are smaller and a finer grain of mixed use development can be achieved.

5.2.3 Creating a range of development parcels

With a view to creating a finer grain of development, the Planning Scheme proposes the breaking down of larger sites into smaller development parcels. Potential sub-divisions have been indicated in Diagram 14. Should the demands for larger floor spaces require larger sites, development proposals should show how this principle is dealt with in detailed architectural design.



Making a network of smaller spaces and routes



Diagram 15
Indicative proposals for a new urban form
(*Modification No. 4*)



Proposed scale of development on main routes

5.3 Urban Scale

The identification of a clear set of rules (as follow) to guide the scale of development is critical to creating successful places. As an urban design consideration, the scale of buildings should reflect the nature and importance of the routes and spaces they front. An increase in scale can reinforce the civic qualities of a place and provide points of interest and identity. In other instances, a reduced scale will protect the amenity of streets and backyards to ensure optimum climatic and light conditions.

5.3.1 Promoting a scale of building relative to enclosure of space

The Planning Scheme proposes a series of desired building heights and sections to be applied to various streets and spaces. In promoting the central spine on Mayor Street, it is recognised that buildings should be of a particular urban scale which give importance to the street and clearly enclose the major spaces at Station Square and the Point Square. The Planning Scheme aims to create a lively, safe and people friendly area. This will be achieved by development at the human scale, by high quality architectural design and by an appropriate mix of uses which promote the animation of streets and spaces. Station Square and Point Square will in particular be required to have a mix of uses including office, residential/hotel and retail to ensure enlivenment of the spaces over an 'eighteen hour day'. Diagram 15 gives an indication of how the overall design criteria are translated into urban form.

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. (Modification No. 5)***

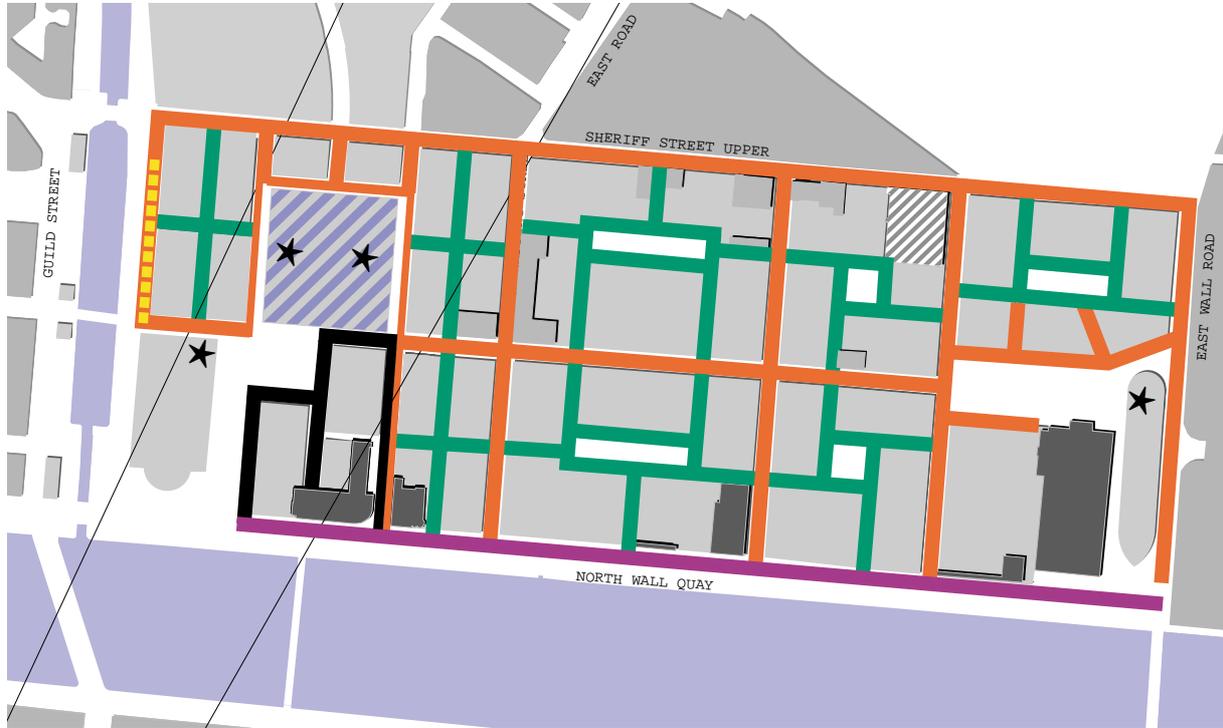


Diagram 16
Building heights
(Modification No. 4)

5.3.2 Building heights and setbacks

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 sunlitng 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. (Modification No. 6)

Diagrams 17 - 24 show selected sections through the Area. An additional storey is allowed behind the roof setback line on commercial buildings. In the case of residential development an additional 1 or linked 2 set back storeys may be allowed. The depth of the set back of buildings located on the southern side of Station Square shall be increased in order to allow for increased sunlight penetration to the square (see Diagram 19).

Maximum Building Heights

- █ 7 storeys commercial or 8 storey residential (all plus 1 possible set-back storey) (Modification No. 4)
- █ 6 storeys commercial or 7 storeys residential (all plus 1 possible set-back storey)
- █ 5 storeys commercial (plus 1 possible set-back storey) or 6 storeys residential (plus 2 possible set-back storeys)
- █ possible alternative of a series of towers at 9 storeys (plus 1 possible feature storey)

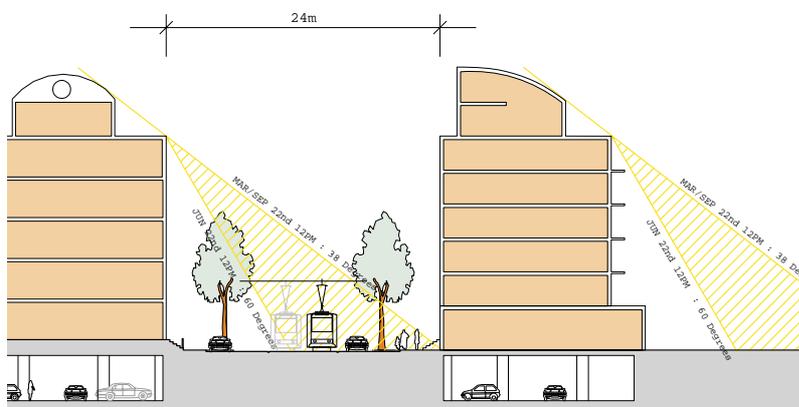
Building Heights on Indicative Internal Routes

- █ 4 storeys (plus 1 possible set-back storey)
- █ Protected Structures (qualified in Section 6.9)
- █ Structures/Features to be Retained
- █ Existing Residential Buildings
- Fitzwilliam Street View Corridor
- ★ Landmark buildings/features
- ★ Station Square Landmark

In the particular case of residential development fronting Spencer Dock, the Authority will also consider a series of tower blocks having a maximum height of nine storeys, plus a possible feature storey, as an alternative to the height indicated in Diagram 16 subject to the maximum height at the junction of Sheriff Street and Spencer Dock remaining at six storeys residential plus two set back and the design of such towers to reflect and have respect for the context of the surrounding area.

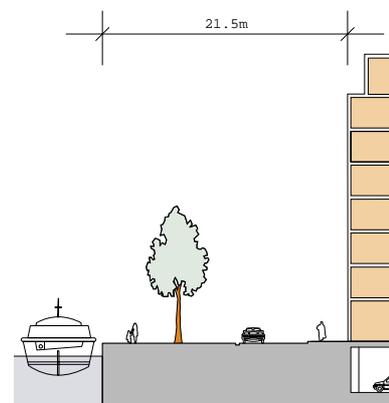
5.3.3 Ensuring effective sunlighting

The orthogonal grid provides the opportunity to easily identify a set of guidelines to ensure that maximum sunlight is achieved to building frontages and into backyards. The orientation of the sun during the Spring and Autumn solstice at midday provides the appropriate angle (38 degrees) for establishing building lines. The principle applies for north-south cross sections and is based on ensuring that sunlight penetrates first floor windows on south facing facades at these times. This determines the scale of the building and width of the street, as well as the extent of roof setback line above building height (Diagrams 17-24). The Planning Scheme will require the achievement of good standards of sunlighting and daylighting throughout the Area.



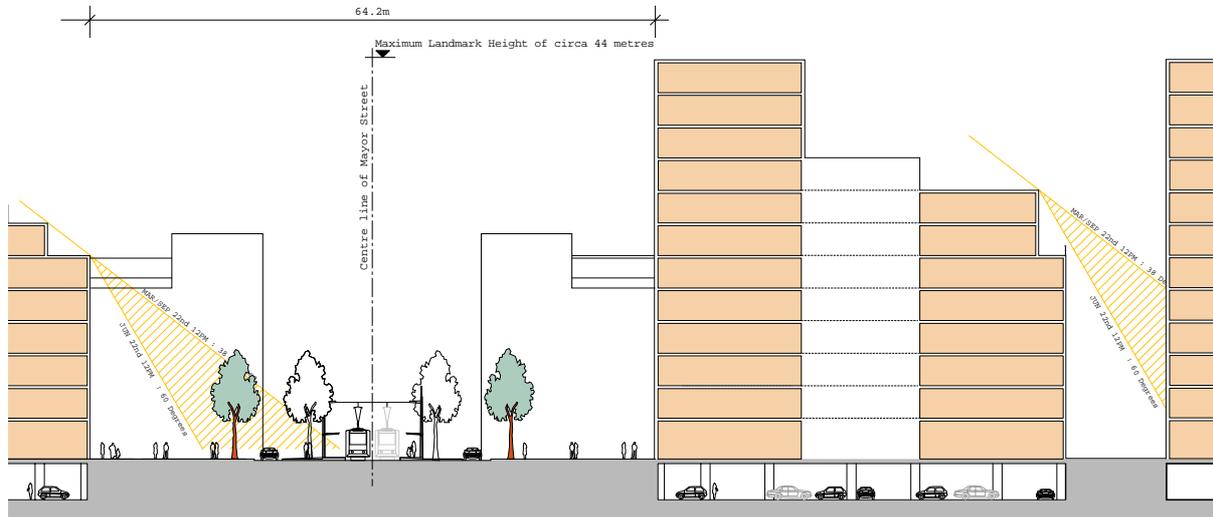
5 storeys plus 1 possible set back storey for commercial development

Diagram 17
Section through Central Spine (Mayor Street) showing sun angles and building height conditions



7 storeys plus 1 possible set back storeys for commercial development
8 storeys plus 1 possible set back storeys for residential development

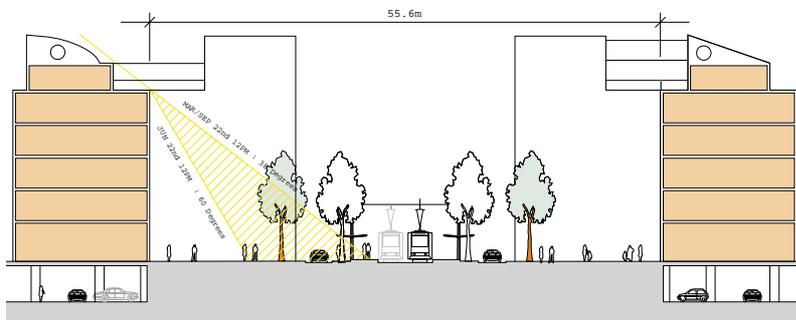
Diagram 18
Section through North Wall Quay



5 storeys plus 1 possible set back storey for commercial development

5 storeys plus 1 possible set back storey for commercial development and a possible landmark of maximum height of 44 metres along centre line of Mayor Street

Diagram 19
Section through Station Square



5 storeys plus 1 possible set back storey for commercial development
6 storeys plus 2 possible set back storeys for residential development

Diagram 20
Section through Point Square

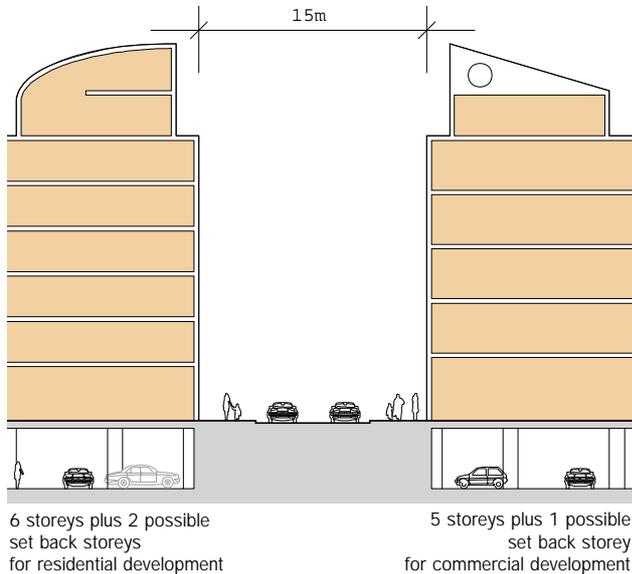


Diagram 21
Section through north-south streets

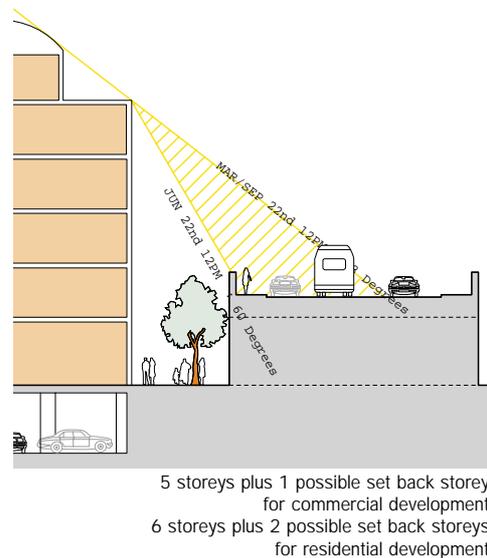


Diagram 22
Section through Sheriff Street

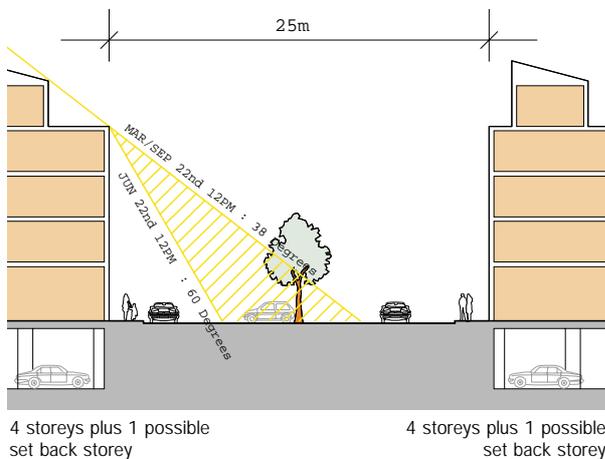


Diagram 23
Section through internal courtyards

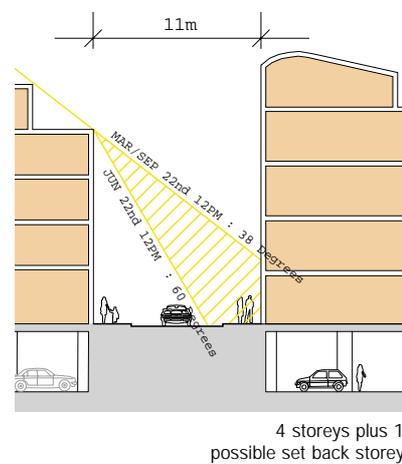


Diagram 24
Section through internal streets

5.3.4 Creating new landmarks

A major cultural building on the National Conference Centre site provides the opportunity to create a strong new urban landmark which operates at city scale.

An opportunity exists to celebrate particular nodes and spaces through high buildings of outstanding architectural design. In order to preserve views in a northerly direction from Fitzwilliam Street, it is necessary to restrict the maximum height of the landmark buildings located within this view corridor.

The relevant maximum building height for landmark buildings 1 and 3 determined by the cone of vision is 44 metres (see Diagram 25 and 26).



- Landmark buildings
 1. Station Square buildings
 2. Point Square building
 3. Major cultural building
- Fitzwilliam Street View Corridor

Diagram 25
Proposed landmark buildings
(Modification No. 4)



Diagram 26
Fitzwilliam Street View Corridor

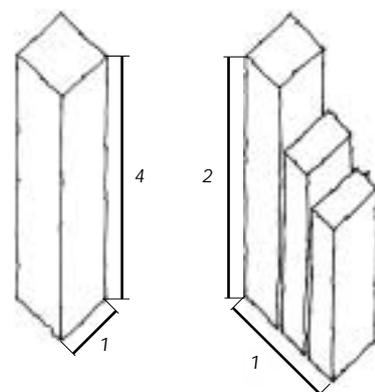
The Planning Scheme recognises the potential for landmark buildings to be located north of the Station Square which are within this height limit. These buildings shall be designed with a disaggregated form in order to reduce their bulk. The Authority will require the highest quality of architectural design for these landmarks and will encourage an international design competition.

Modification No. 13 states that the landmark building 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.

A tall building, up to a height of **60 metres**, is proposed on the axis of Mayor Street at the Point Square to terminate the central spine road. The building shall have a minimum height of 60 metres. The architecture of this unique building shall be required to display particular beauty and grandeur. Whereas it is envisaged that the eastern edge of the Area will be developed for predominantly commercial use (Diagram 7), the Planning Scheme will permit hotel use in the tall building. Residential use will be open for consideration but only to the extent it is not in conflict with ongoing Port operations. In considering an application with regard to the development of this building which includes a residential element the Authority will consult with the Dublin Port.

The tall building at The Point should be slender, following a slenderness ratio of not less than 4:1 in the case of a building having an integrated three-dimensional form or 2:1 in the case of a building with a disaggregated three-dimensional form.

Due to the generic nature of the Planning Scheme and its accompanying Environmental Impact Statement the detailed impact of a non specific tall landmark building can not be measured. The Authority will require the submission of a detailed Environmental Impact Statement as part of any application for certification of any such building proposal. The purpose of such an Environmental Impact Statement is to ensure that the urban design and other environmental objectives of the Planning Scheme are achieved.



4:1 slenderness ratio
integrated form

2:1 slenderness ratio
dis-aggregated form

5.4 Architectural Design

This Planning Scheme establishes the principles for the built form of the Area. The architectural design should be of the highest quality. In order to promote high quality of design and diversity in architectural style, the Authority will encourage the use of architectural design competitions for key sites in the Area. The following guidelines establish principles for proposed development:

5.4.1 Building Typology

The development of a range of building typologies is essential to creating a robust and adaptable built fabric that responds to economic, social and market needs. Ideally buildings should be designed in a manner which would permit the buildings to be adapted for other uses over time and so facilitate a more sustainable built environment.

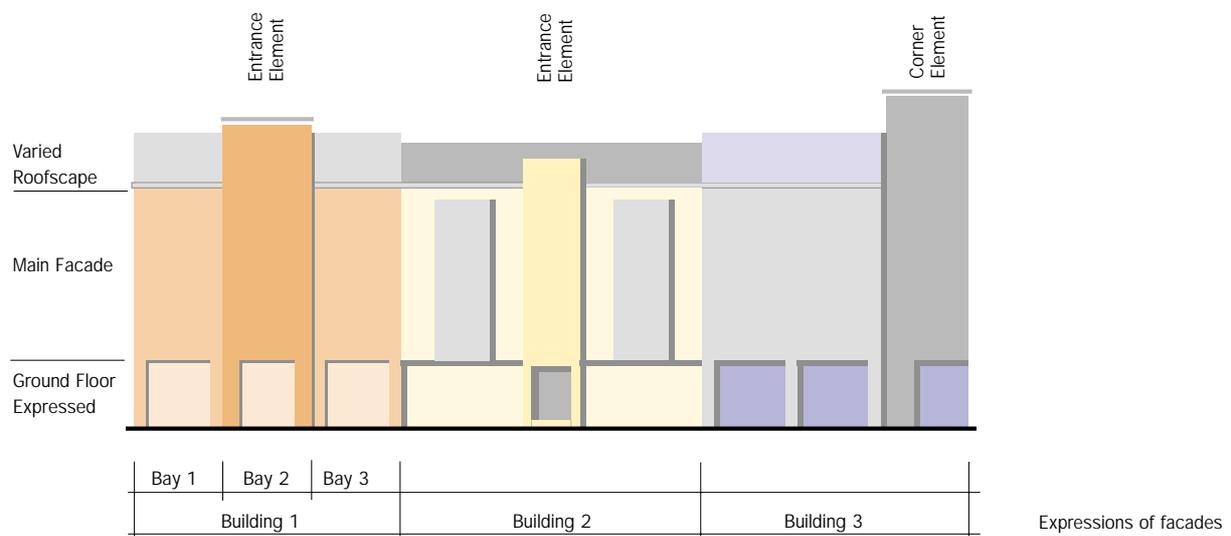
5.4.2 Ground Floors

The ground floor of all buildings should be clearly expressed and have a higher floor to floor dimension than the storeys above.

5.4.3 Entrances

The primary access to buildings should be from the street with entrances at no more than 15 metre intervals. This increases activity and improves surveillance on the street. Accommodation on the ground floor should have private front doors, thereby maximising the number of entrances on the street. The number of units accessed from a common stair should be minimised, giving people more privacy and control.

The entrances of all buildings should be reflected both in scale and form to establish a clear identity to the building. This should be achieved by use of vertical elements which project beyond the setback line, different facade treatments or larger openings in the facade.



5.4.4 Roofscape

Variety of roofscape will contribute to the visual quality of the streets and spaces. The Authority shall consider one set-back floor above the maximum storey height in the case of commercial development and up to two in the case of residential development, provided they contribute positively to the streetscape. Architectural features, not representing usable space, such as spires or glazed cupolas etc. will be open to consideration above the maximum heights stated to a maximum of 30% of building height provided these features contribute to the architectural merit of the building, the quality of the urban design in context and do not inappropriately impact on the skyline.

5.4.5 Corner Elements

Corners are prominent elements which help to give a place an identity and positively contribute to the public realm. Corners should be addressed with special treatment such as creating a feature or raising their height. Corners shall be marked by an increase in building height of between two and four storeys at the intersection of North Wall Quay with the main streets leading to the river. Such an uplift should primarily be an architectural feature although the resulting floorspace may be of a useable extent.

5.4.6 Materials

An important factor in the creation of successful urban environments is the use of high quality materials. Combining high quality materials and natural old materials can add to visual diversity. Materials used should include stone, brick, render, steel and glass. Natural colours should be used. All materials should be durable to avoid long-term maintenance problems. Designers should specify sustainable materials insofar as possible by considering their environmental effects over their entire life cycle.

5.4.7 Interface

An interface should be provided between the building line and the pavement along main streets. This should be a minimum of 1.5 metres. The interface creates a clear definition between public and private space and facilitates disabled access.

A minimum level of 3.3 OD will be required for ground floors. Developers should inform themselves of suitable ground floor and basement levels to ensure flooding is avoided. Any level difference arising should be dealt with within the interface. The raising of the ground floor has the advantage of enabling surveillance of the public realm without reducing levels of privacy.



Articulated roofscapes



Residential privacy strip



Subdivided facades



Old materials lending character

5.4.8 Disabled Access

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. (Modification No. 8)

5.4.9 Energy Efficiency

All development proposals should seek to achieve the highest levels of energy efficiency in their layout, orientation and facade treatment. This should follow established principles of green building design which seek to reduce energy loss and noise/air pollution. The use of natural daylight, natural ventilation and planting will be encouraged.

5.4.10 Combined Heat and Power

Designers should be conscious of minimising energy consumption and buildings should be designed to achieve high insulation standards. Combined Heat and Power has been used in previous Docklands projects and its employment in the Area will be encouraged.

5.4.11 Waste Management

Designers and construction companies will be expected to adopt best practice to minimise construction waste arising before, during and after the use of construction materials. Waste management plans should be adopted and policed by regular audits. Building designs should incorporate best practice in occupational waste management. The Authority in carrying out its own development and in certifying development under Section 25 to be consistent with the Planning Scheme will have regard to the Regional Waste Management Plan.

5.4.12 Water Conservation

The Authority will encourage the adoption of best practice in conserving water in the development of the Area.

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 (Modification No. 9)*



Promoting vertical subdivision of buildings



Ensuring live frontages



Facade treatment

The Authority will:

- 1 Require a high standard of architectural design in all buildings, together with high standards in the design of ground finishes, street furniture, landscaping and signs.
- 2 Encourage designers to recognise the importance of the treatment of spaces between buildings, whether they be streets, squares or open spaces.
- 3 Encourage the use of architectural design competitions for key sites in the Area.
- 4 Ensure that routes and spaces link together in an interesting manner to exploit frontage and landmarks and link to the surrounding area, in particular the development lands located to the north of the Area adjoining the Royal Canal via the railway arches under Sheriff Street, and ensure that functions, particularly at ground level, actively contribute to the animation of the public realm.
- 5 Encourage the design of buildings that are proportionate to the scale of their surroundings and ensure that the architectural design articulates frontages, ground floors, entrances, roofscapes, corners etc. In particular the articulation of corners will be required at each side of the intersections of the main streets leading onto North Wall Quay.
- 6 Require coherent architectural expression to this section of the river front so that the Liffey Corridor can be read as an entity in conjunction with development on the southern side of the river.
- 7 Retain but also develop the original orthogonal road layout characteristic of the Area to create as a guiding principle a block structure and urban grain as shown in Diagram 13 and subsequent diagrams.
- 8 Require designers to create coherent enclosure to streets and public spaces by avoiding broken three-dimensional building forms.
- 9 Require designers to design streets and spaces to be self-policing to create a sense of security for users.
- 10 Require designers to articulate clearly public, semi-public and private space.
- 11 Require building heights not to exceed the maximum heights shown on Diagram 16. It should be noted that the heights are expressed as main parapet heights. The Authority will consider architectural features standing above the main height limitation provided they contribute to the architectural design quality of the building.
- 12 Require as a guiding principle buildings to conform to the building lines established for the streets and spaces as shown on Diagrams 17 to 24 inclusive.

- 13 Require external finishes to be of good quality with a significant use of natural materials such as stone combined with lightweight structural and glazed elements.
- 14 Seek the restoration of the connection between Mayor Street Lower and Mayor Street Upper and the reinstatement of the original Wapping Street.
- 15 Encourage the provision of dual aspect residential units, in order to maximise the utilisation of natural daylight and sunlight.
- 16 Require the achievement of good standards of sunlighting and daylighting throughout the Area.
- 17 Seek the development of landmark buildings in the locations shown in Diagram 25 specifically subject to the height and design criteria of Section 5.3.4.
- 18 Emphasise vertical division in new development and encourage the maximisation of land use mix at ground floor level.
- 19 Require designers to be conscious of specifying materials which are sustainable.
- 20 Encourage the provision of Combined Heat and Power in new developments.
- 21 Require developers to minimise waste through the application of waste management plans.
- 22 Require the adoption of best practice in conserving water in the development of the Area.



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



7.0

Transportation

including road layout, provision of parking spaces and traffic management.

This chapter outlines the movement strategy underpinning the development of the Area, including pedestrian and cycle movement, public transport, road hierarchy and parking standards.

7.1 Movement Strategy

The underlying strategy aims to maximise public transport accessibility, quality and capacity, create a high quality pedestrian and cycling environment and minimise car traffic and its impact on the Area. The development of the Area to its full potential will be predicated on the realisation of significant proposals for public transport in the Area (see Diagram 27). The DTO has a target of 90% modal split in favour of public transport, which the Authority supports.

7.2 Pedestrian and Cycle Movement

The current environment within and bordering the Area is affected by the presence of major river, canal and rail infrastructure which has tended to create barriers to local movement and a comparatively illegible network of routes. However, the vision of sustainable and attractive development requires the definition of a network of local routes which integrate the individual blocks with each other and link the Area to wider external networks. Furthermore, as virtually all journeys involve some element of pedestrian movement, be it a walk to a station, bus stop or car park, the development of the pedestrian domain can be seen as the primary channel which will govern the success of the Area.

The proposals for pedestrian and cycling movement are intended to:

- Make the development blocks permeable to local movements;
- Integrate the Area with the wider networks bordering the Docklands;
- Provide strategic linkages to key origins/destinations, such as stations;
- Take advantage of the strengths of the Area including the river frontage and the canal system; and
- Create a safe and secure environment to encourage a high level of use.



Cycle priority



Separated cycle and car

The proposals already advanced by the Master Plan will significantly improve conditions for pedestrians and cyclists. However, the Area will be further enhanced by:

- Providing a pedestrian bridge between North Wall Quay and Forbes Street/Sir John Rogerson's Quay. The proposed pedestrian bridge will be designed in a manner which will facilitate boating, including sea going vessels and other recreational traffic by means of suitable air draught combined with opening spans where appropriate.
- Continuing the development of the Campshires.
- Providing new links to existing and proposed stations.
- Improving the overall public domain of the Area by the provision of footpaths and pedestrian crossings.
- Developing new internal streets and public rights of way through proposed major development blocks.

7.3 Public Transport

The full realisation of the development potential within the Area will require that a substantial improvement in public transport provision occurs and that the Area is fully integrated with the existing and developing public transport systems serving the city. There are already a number of proposals for significant public transport schemes across Dublin, recognising the need for a 'step change' in provision if the city is to successfully develop and grow further. Some of these schemes have a direct bearing on the development capacity of the Docklands as a whole and their implementation as soon as possible will dictate the pace and quantum of sustainable development in the Docklands.

7.3.1 Bus network

Recent years have seen the development of an extensive network of Quality Bus Corridors (QBCs) radiating out from the city centre. The corridors include significant bus priority measures to ensure that the services using the corridors can benefit from improved journey times and reliability. As part of the developing public transport system for the city, it is intended that further QBCs will be introduced, filling in gaps in the network and adding orbital corridors. This broadening of provision is to be accompanied by a significant expansion of the fleet, allowing new routes to be created and service frequencies to be increased.

The Area is currently comparatively poorly served by buses, in part reflecting the difficult operating environment and the low demand. However, it is vital that the potential of the local bus network is fully harnessed if the scale of development proposed is to be achieved. Consequently, a comprehensive bus strategy is proposed by the DTO/Dublin Bus incorporating:

- The creation of a QBC from the north side of the city serving the North Docklands Area.
- Further QBC improvements from the south side of the city once the Macken Street bridge is constructed.
- The creation of a central public transport spine along Mayor Street including provision for bus movements, particularly in the short term pending the introduction of LUAS.
- The extension of key services on most of the current radial QBCs terminating in Eden Quay, Aston Quay etc. to terminate in the Docklands North Lotts Area. This will ensure a diversity of routes covering most of the city with direct links to the Docklands.
- Strong bus linkages to the key rail interchanges at Connolly and Heuston Stations.

In addition to the above service developments, the Authority will promote the introduction of bus services linking the residential and business communities on the North and South Docklands.

7.3.2 LUAS

The initial development of the LUAS light rail system is progressing at present. Extensions to the base system are already being considered and the extension of the system to Connolly Station is confirmed. The further extension of the line into the North Docklands is a priority. The likely and favoured alignment is along a restored Mayor Street with an important stop at The Point. This Planning Scheme includes this alignment and establishes stop locations at Station Square (integrated with the bus network and the proposed Docklands Station) and The Point. Pending the introduction of LUAS, the required reservation may be used as a bus lane. In certifying development under Section 25 to be consistent with the Planning Scheme, the Authority will require wayleaves allowing for the fixing of overhead cables on the Mayor Street building frontage, in order to cater for LUAS.

The longer-term planning strategies of the DTO in A Platform for Change: Strategy 2000 to 2016, include a further LUAS alignment penetrating the Docklands, approaching from the south across the Macken Street Bridge and combining with Line C at Guild Street to form a Dublin inner orbital route. This would reinforce the public transport interchange at Docklands Station. LUAS may encroach slightly onto the linear park area in order to make the 90° turn at Major Street/Guild Street and this option will require to be protected. In addition, sufficient capacity will be required to allow LUAS to swing in either an easterly or westerly direction at this intersection.



On-street stations



Interconnector Station in existing railway building



Interchange

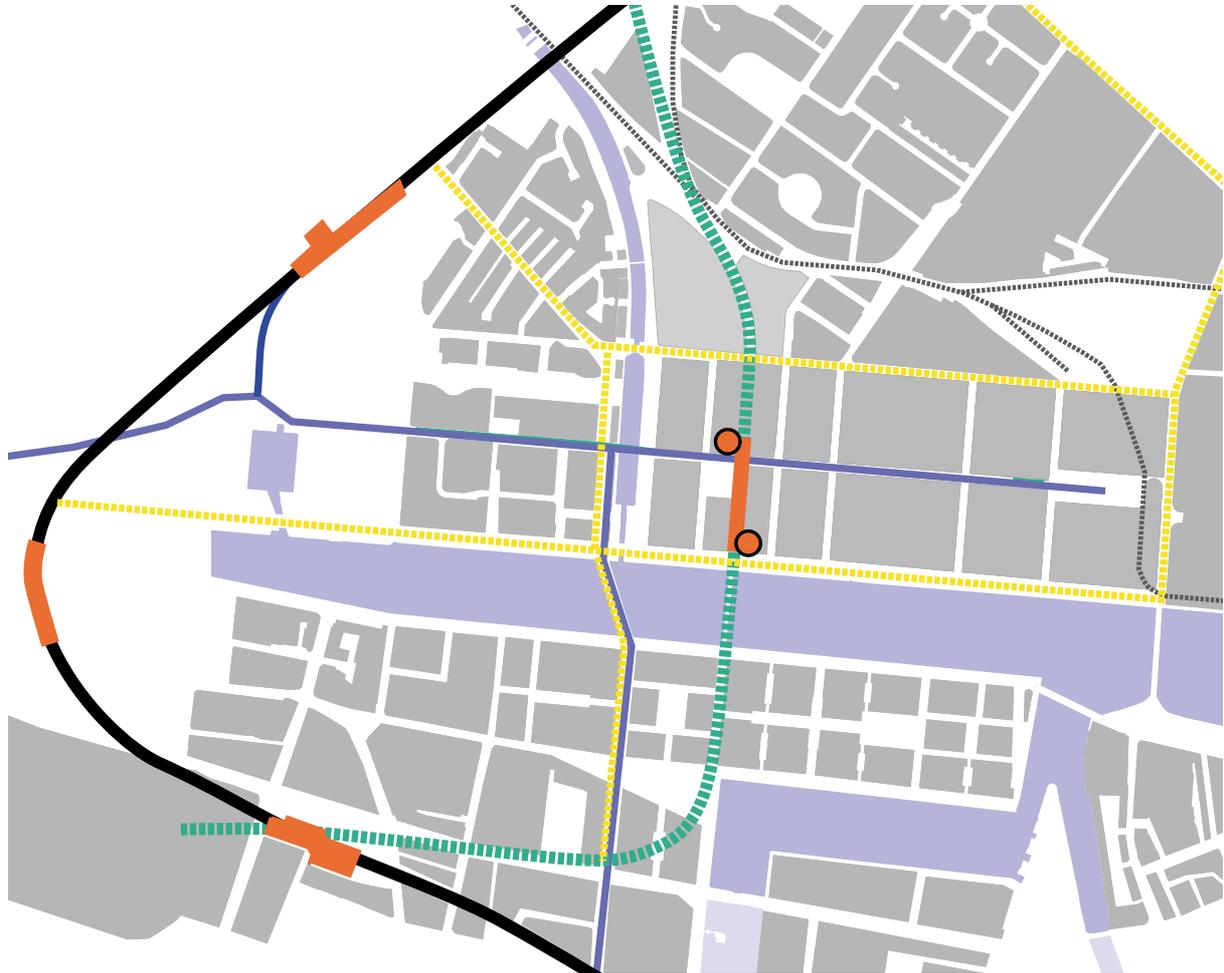


Diagram 27
Current transport proposals
(*Modification No. 4*)

- Quality Bus Service (Proposed)
- LUAS (Proposed)
- Indicative alignment of Underground Rail Interconnector (Proposed)
- Rail (Existing)
- Freight Line (Existing)
- Rail Station

7.3.3 Heavy rail services

The Area is well connected to the rail network although the lines are currently only used for freight purposes. Options for the use of the rail lines for passenger operations have been previously considered in terms of a terminating station within the Area which could handle overflow services from Connolly Station, most probably from the Western line.

With the publishing of the A Platform for Change: Strategy 2000 to 2016 by the DTO and its formal endorsement by the Government, the proposal to create a second rail corridor serving the centre of Dublin through the Area is now seen as a priority. Indeed, the planning and design of the project is programmed to be completed by the end of 2003.

The scheme, entitled the 'Interconnector', would have a range of strategic benefits for the city including increased rail capacity, improved rail penetration to parts of the city and radically improved access to the Docklands. The Interconnector will provide DART services connecting the Kildare and Maynooth lines.

The proposed alignment through the Docklands as illustrated in Diagram 27 would start just north of Connolly Station and pass under North Wall Quay (between Spencer Dock and New Wapping Street) and the Liffey before sweeping westwards under Pearse Station. No final alignment has yet been decided. The indicative alignment was chosen with a view to maximising accessibility through the Area. Given the depth of the line at Docklands Station, it may be possible to 'double-end' the platforms with two separate entrances some 300-400 metres apart. It may even be possible to create a southern entrance within the Grand Canal Dock Area which would extend the station's catchment and improve public transport accessibility to areas south of the Area. It is anticipated that the Docklands Station will need to be up to 20m beneath grade with all the attendant infrastructure implications.

The indicative alignment shows the station located below the former Passenger Rail Station (North Wall Station) with entrances located in the first instance at Station Square on Mayor Street and North Wall Quay. The Station will require future detailed design.

Formalising the selected tunnel alignment by the transport authorities is a critical issue to facilitate the early phases of development in the vicinity of the Interconnector.

Any buildings overhead of or adjacent to the Interconnector and the foundations to such buildings shall be designed and constructed in a manner which facilitates and does not inhibit the provision of the Interconnector.

7.4 Road Hierarchy

The existing road access to the Area is constrained by the limited capacity of the key bridging points, the junction arrangements at the Custom House and the volume of traffic generated by the Port. It is not sustainable to accommodate major development within the Area unless it is based on a significant share of access requirements being met by public transport modes. The strategy articulated earlier demonstrates the scale of infrastructure necessary if this vision is to be realised.

Access from the south is currently poor due to a lack of a direct crossing of the Liffey. The Dublin City Development Plan, 1999 and the DTO make provision for the Macken Street Bridge, and this will facilitate access between the two sides of the river. Dublin City Council has developed a local traffic management plan which restricts certain turning movements at key junctions. The outcome of these measures, however, is to limit local road access and discussions are on-going between the Authority and the Corporation to ensure that the balance between strategic and local traffic concerns is maintained.

The reconnection of Mayor Street will improve the permeability of the Area. The street will be reserved principally for public transport with private vehicular access limited to essential access, loading and emergency access.

Private vehicular access will not be permitted on the proposed new Mayor Street Bridge across the canal.

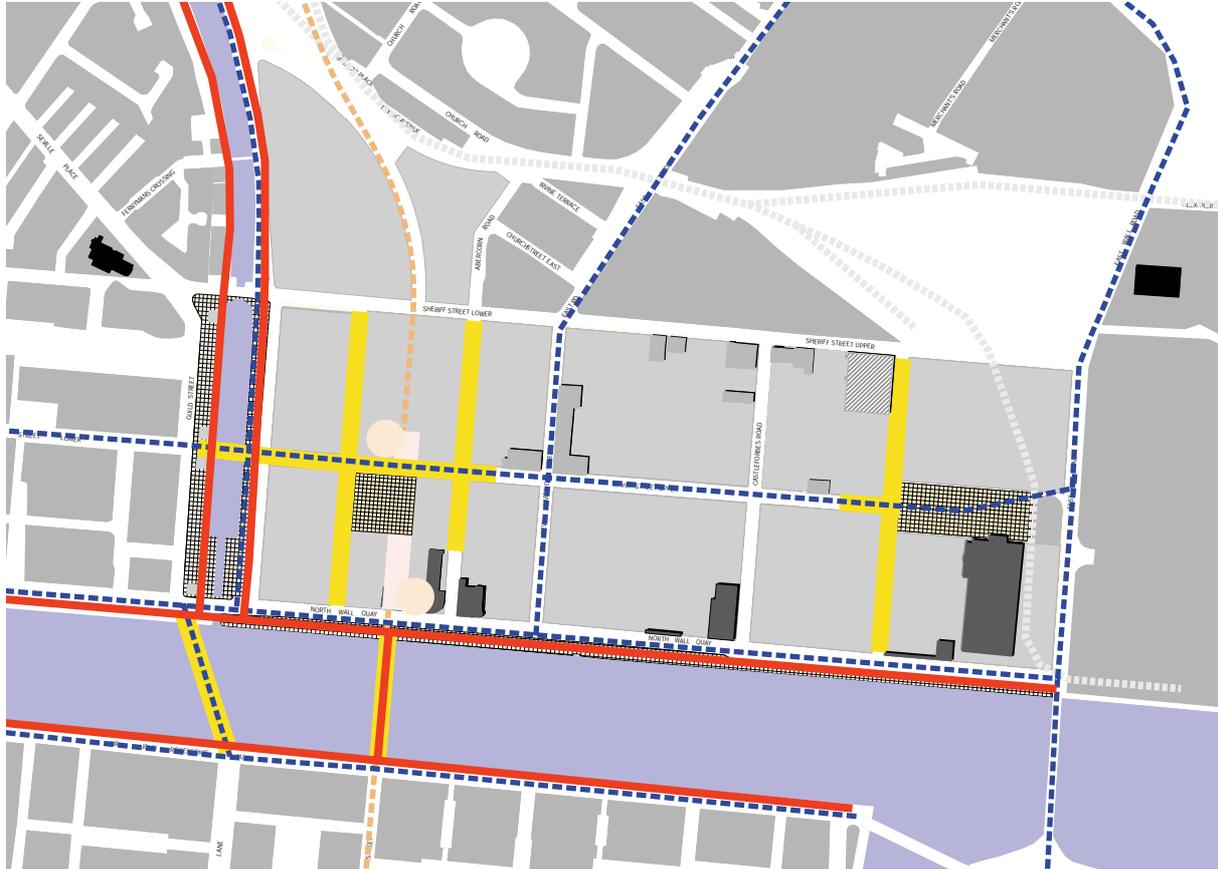


Diagram 28
Road Hierarchy
(Modification No. 4)

- Pedestrian Priority
- Proposed New Streets, Squares and Bridges
- Cycle Route
- Underground Rail Interconnector

7.5 Parking Standards

The overall level of parking provision is progressively being tightened across the city to encourage greater use of public transport, while at the same time making adequate allowance for essential users. With the development of public transport in the Docklands North Lotts Area, car parking standards will be tightened.

Current analysis suggests that the parking standards permissible under the Dublin City Development Plan, 1999, are excessive relative to the nature and quantum of development envisaged and the capacity of the local and strategic highway network to absorb the resultant traffic flow. It is also understood that the Corporation is in the process of reviewing its standards and it is likely that they will be significantly reduced.

The Authority will review its parking standards for the Area in consultation with Dublin City Council and the DTO within 2 years of the adoption of a Planning Scheme. In the interim the following parking standards for the Extended Custom House Area will apply.

*** 7.5.1 Residential**

One parking space maximum per residential unit of two or more bedrooms.

One parking space maximum per two residential units of one bedroom.

*** 7.5.2 Commercial office development**

One parking space maximum per 300 sqm of gross floor area. Viable mobility management plans shall be required for all commercial developments on sites of 10,000 sq m floor area and over and may be required, at the discretion of the Authority, for smaller commercial developments in the Area.

7.5.3 National Conference Centre

The Planning Scheme will permit a maximum of 240 car parking spaces to serve the proposed National Conference/ Exhibition Centre.

7.5.4 Other uses

The Authority shall be guided by the standards set out in Appendix 2. This will be subject to an assessment of the overall level of parking in the Area and impact on the objective to achieve a modal split in favour of public transport.

7.5.5 On-street parking

Properly designed and controlled on-street parking can help to support street activity, evening activity and residential development. Although most parking will be provided off-street, on-street parking will be permitted on selected main streets in the Area subject to further detailed traffic assessment. All main streets in the Area will be considered with the exception of Mayor Street, Station Square, Point Square, the Campshires and the street network bounding the Spencer Dock fringes.

7.5.6 Public car park

It is an objective of the Master Plan that a multi-storey car park be developed at The Point to cater for the anticipated loss of surface car parking. It is envisaged that this car park would not exceed 700 spaces including any operational parking required for the Point Depot. The car park will cater for short-term parking and occasional events.

7.6 Bicycle Parking

Bicycle parking shall be provided at major public transport nodes, at shopping areas and at important public facilities and amenities. Parking for bicycles will be provided to the standards set out in Appendix 3.

**** Amended by Modification No. 12 (see Policy No. 16 overleaf)***

7.7 Traffic Management

As the Area develops, traffic management will be required to support sustainable traffic patterns. The Authority will monitor traffic patterns in the Area and will co-operate with Dublin City Council in implementing an Environmental Traffic Cell, which it is considered should be extended to the Area. In addition, the Authority will proactively work with Dublin City Council and other relevant bodies to develop, at an early stage in the Area development, a traffic management plan for the residential districts to the north and west of the Area, in order to ensure that commuter traffic beyond that permitted by the modal split, does not use adjacent areas as car-parking and further, to ensure that inappropriate 'rat-runs' of traffic do not occur. In particular, no through traffic should be permitted between the restored Wapping Street and Abercorn Road. Any traffic management proposals should be consistent with the Regional Management Strategy proposed by the DTO.

7.8 Policies

The Authority will:

- 1 Seek the creation of an efficient, functional and safe system for vehicles, cyclists and pedestrians.**
- 2 Ensure that the development of the Area will be consistent with the DTO Strategy approved by Government.**
- 3 Ensure that land use and transportation are integrated in the Area.**
- 4 Promote the provision of an integrated public transport structure for the Area and require suitably dimensioned wayleaves to accommodate public transport.**
- 5 Seek the development of the proposed underground Interconnector and the LUAS extension to the Point Depot within the time scale indicated in the DTO's A Platform for Change, Strategy 2000 - 2016.**
- 6 Ensure that any buildings overhead of or adjacent to the Interconnector and the foundations to such buildings are designed and constructed in a manner that facilitates and does not inhibit the provision of the Interconnector.**
- 7 Seek to ensure that private vehicular access is not permitted on the proposed Mayor Street Bridge across the Royal Canal.**
- 8 Apply parking standards in accordance with the figures set out in this document for an initial period of two years. A review of these figures will be carried out after the expiration of the two years in conjunction with the DTO and Dublin City Council.**
- 9 Require the majority of parking for vehicles to be underground, save for drop-off spaces for public transport vehicles, tour vehicles, taxis and service vehicles. Appropriate levels of on-street parking will be permitted on selected main streets in the Area, subject to further detailed assessment. No on-street parking will be permitted on the streets listed in Section 7.5.4.**

- 10 Promote the provision of safe parking and storage of bicycles and mopeds throughout the Area and require new developments to meet the bicycle parking standards set out in Appendix 3.
- 11 Promote the development of a multi-storey car park in the vicinity of the Point Depot as a substitute for existing surface car parking.
- 12 Apply the cycle lane network as envisaged for the Area by Dublin City Council, including the provision of a cycle lane along the Liffey Campshires.
- 13 Cooperate with Dublin City Council in the creation of a traffic cell which would reduce the penetration of through traffic into the Area.
- 14 Promote measures to ensure that persons with disabilities can safely and fully participate in the transportation network of the Docklands.
- 15 Promote the interlinking of existing transportation modes by pedestrian connections and facilitate efficient inter-change between modes.
- 16 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. (Modification No. 12)***
- 17 Promote the development of road and pedestrian lighting specification in conjunction with Dublin City Council and the ESB in order to achieve high standards and enhance the Area in urban design and architectural terms.
- 18 Require new roads and pavements to be built to Dublin City Council 'Taking in Charge' standards.
- 19 Encourage the provision of new pedestrian and public transport bridges spanning the River Liffey as indicated in Diagrams 27 and 28.
- 20 Require, in certifying development under Section 25 to be consistent with the Planning Scheme, wayleaves allowing for the fixing of overhead cables on the Mayor Street building frontage in order to cater for LUAS.



8.0 Infrastructure and Remediation

This chapter outlines requirements relating to public facilities and infrastructure in the Area, the need to remediate any lands which may be contaminated.

8.1 Public Infrastructure and Facilities

Improvements will be required to the services infrastructure, particularly foul sewerage, surface water, water mains and electrical networks (a 110KV sub-station will be required in the Area at an early stage of development). Developers will be required to contribute financially towards the provision of any public infrastructure and facilities, as defined in the Planning and Development Act, 2000, that benefit their development including the Linear Park, the Campshires, the smaller public urban spaces, recreational and community facilities and amenities, landscaping works and, if the circumstances arise, the urban park on the National Conference Centre site. The amount of these contributions will be in proportion to those required by Dublin City Council as the Planning Authority when granting permission in such circumstances.

The Authority will liaise closely with Dublin City Council and other utility providers to ensure the smooth and expeditious provision of services in a cost-effective manner.

8.2 Remediation

8.2.1

Where land within the Area is contaminated, the Authority will require as a condition of a Section 25 Certificate for the redevelopment of any site that it be cleaned to internationally accepted standards.

8.2.2

An applicant for a Section 25 Certificate for such a site must deposit with the Authority a report from a qualified, expert consultant detailing the methodology employed to survey the site for contamination, the results of the survey, the conclusions drawn by the consultants from such results on the extent and types of contamination and a Methodology Statement for site remediation (the report must include as a minimum, details under the headings listed in Appendix 7). The applicant and the consultant must acknowledge and agree that the report, once deposited with the Authority, will be available for inspection by any party.

8.2.3

Any Section 25 Certificate issued by the Authority for the development of such a site will, in addition to the general condition as set out in Section 8.2.1, require that a qualified, expert consultant deposits with the Authority a Certificate of Completion and Compliance in respect of the remediation works and methodology outlined in the report as required in Section 8.2.2 before any material construction work can commence on the development.

8.2.4

A copy of any site investigation data which becomes available in relation to individual sites in the Area should be submitted to the Geological Survey of Ireland.

8.4 Policies

The Authority will:

- 1 Facilitate the provision of enhanced infrastructural services to facilitate development.
- 2 Require financial contributions to be made towards the cost of public infrastructure and facilities in the Area including the Linear Park, the Campshires and the smaller public urban spaces, recreational and community facilities and amenities, landscaping works and, if the circumstances arise, the urban park on the National Conference Centre site.
- 3 Require contaminated land to be cleaned to internationally accepted standards for the purposes of redevelopment.
- 4 Require an applicant for a Section 25 Certificate for any contaminated land to deposit with the Authority a report from a qualified, expert consultant detailing the methodology employed to survey the site for contamination, the results of the survey, the conclusions drawn by the consultants from such results on the extent and types of contamination and a methodology statement for site remediation, which report, once deposited, will be available for inspection by any party.
- 5 Require that a Certificate of Completion and Compliance from a qualified, expert consultant in respect of the methodology and remediation works outlined in such report required under Policy No.4 be deposited with the Authority before any material construction work commences on the site.

Appendices

APPENDIX 1

LOCAL LABOUR INITIATIVE/CHARTER

To ensure employment and training opportunities are available to local people and that local communities share in the benefits which accrue from the development of the Area, the Authority will itself use, and will seek to ensure that all developers use, the Local Labour Initiative/Charter which has successfully operated in the International Financial Services Centre.

APPENDIX 2

OFF-STREET CAR PARKING STANDARDS FOR OTHER LAND USES

Shops and main street financial offices	1 space/300m ² gfa
Hotels and guest houses	1 space/3 bedrooms
Clinics and group medical practices	1 space/consulting room
Churches, theatres, cinemas and auditoriums	1 space/25 seats
Cultural and recreational buildings	1 space/300m ²
Restaurants and cafés	None
Public houses (including hotel bars)	None
Schools	None
Colleges of further education	None
Funeral homes	4 spaces
Leisure	Standards for leisure uses not covered by the cultural/recreational category or churches/auditoriums category above will be determined by the Authority, having regard to the nature of the proposed use.

APPENDIX 3

BICYCLE PARKING STANDARDS

Enterprise and employment	1 space/100m ²
Shops and main street financial offices	1 space/150m ²
Residential (houses and apartments)	1 space per unit
Hotels	under 50 bedrooms 1 space/6 bedrooms
	over 50 bedroom 1 space/10 bedrooms (minimum of 10 cycle spaces)
Hostels	1 space/3 bed spaces
Clinic and group medical practices	1 space/2 consulting rooms
Churches, theatres, cinemas	5 spaces/100 seats
Restaurants and cafés	1 space/150m ²
Public houses	1 space/150m ²
Other education buildings	1 space/3 pupils/students
Cultural and recreational buildings	1 space/100m ²
Public car park	at least 15% of the number of car parking spaces provided
Train Stations	5 spaces/no.of trains at the 2 hour peak period am
Bus/LUAS interchange	2 spaces/100 passengers peak flow
Public buildings	10% of the number of visitors per day

APPENDIX 4

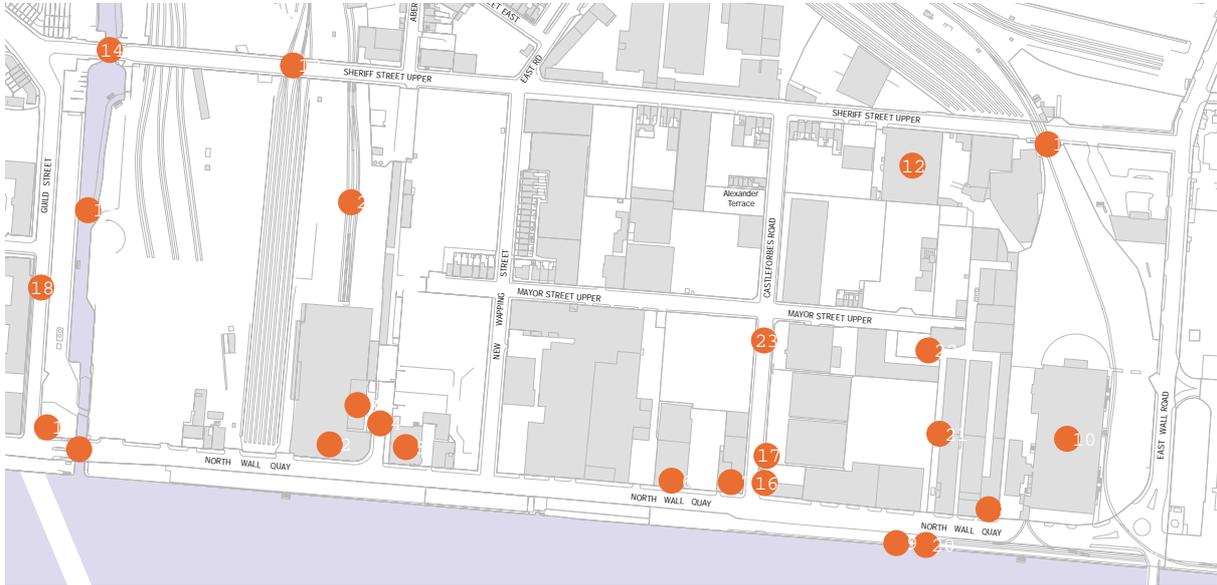
CONTENT OF APPLICATIONS FOR CERTIFICATION BY THE AUTHORITY

For the purpose of clarification, the content of applications for certification by the Authority shall be identical to that required for planning applications as detailed in Articles 18,19 and 23 of the Local Government (Planning and Development) Regulations, 1994. Five copies of any maps, drawings or plans accompanying the application shall be submitted to the Authority. The Authority will, in respect of any development where it is considered appropriate, in addition require an environmental impact statement.

APPENDIX 5

CONSTRUCTION WORKING HOURS

Where construction works occur over a long period the Authority may restrict noisy operations to normal working hours.



APPENDIX 6(i)

PROTECTED BUILDINGS/STRUCTURES

(Dublin City Development Plan, 1999)

- 1 Two swing bridges, North Wall Quay
- 2 CIE goods depot, North Wall Quay
- 3 Woolstore, North Wall Quay
- 4 Granite walls at former British Rail Hotel, railings, gates and adjoining stone setts in cul-de-sac, North Wall Quay
- 5 Former British Rail Hotel, North Wall Quay
- 6 Retained facade, No. 73 North Wall Quay
- 7 Business premises, Nos. 81,82 North Wall Quay
- 8 Dublin General Warehousing Ltd: entrance gates, railings and ironwork, Nos. 91-94 North Wall Quay
- 9 Granite ashlar quay walls, stone setts, mooring rings, steps, bollards, lamp standards and machinery, North Wall Quay.
- 10 Former goods depot (The Point)

APPENDIX 6(ii)

LIST OF BUILDINGS/STRUCTURES/FEATURES OF INTEREST

- 11 Metal footbridge, Sheriff Street Upper
- 12 Grain store, Sheriff Street Upper
- 13 Railway bridge, Sheriff Street Upper, west end
- 14 Canal bridge, Sheriff Street Upper, west end
- 15 Canal dock, Spencer Dock
- 16 Pumping station, Castleforbes Road
- 17 ESB substation, Castleforbes Road
- 18 Stone setts on Guild Street
- 19 Bollard, winch mechanism, Spencer Dock
- 20 Iron ladders and rails at North Wall Quay, eastern section
- 21 Stone setts in lane off North Wall Quay, linked to yard off Mayor Street Upper, east end
- 22 Stone setts on Mayor Street Upper, east end
- 23 Stone setts on Castleforbes Road
- 24 Stone setts in former railway yard adjoining Spencer Dock.

APPENDIX 7

REPORT ON SITE CONTAMINATION: MINIMUM HEADINGS

(as required under Section 8.2)

1) Desk Study:

This part of the report should include;

- Contents
- Summary
- Introduction
- Objectives
- Details of research (including the sources of information consulted, which may be listed in an appendix for convenience)
- Details of past site investigations
- Information obtained on geology and hydrogeology
- Discussion on all relevant aspects of the site arising from the above
- Conclusions
- Recommendations
- Appendices

2) Site Investigation Report:

The format of this part of the report should follow the same layout whether it be a basic or a detailed investigation. It may be decided to produce separate factual and interpretative reports.

The factual report should include at least the following:

- Contents
- Summary
- Introduction
- Objectives
- Methodology
- On-site Investigation
- On-site Observations
- Samples and Analysis
- Analytical results
- Appendices

An interpretative report should follow the broad principles of the factual report, but should include an updated Risk Assessment, Risk Management Strategy and detailed remediation proposals for contamination and underground structures, etc.

3) Overall Conclusions arising from 1 and 2 above

4) Methodology Statement for Site Remediation

APPENDIX 8

GLOSSARY

Affordable Housing Housing provided under the Dublin Docklands Development Authority's Affordable Housing Scheme or under any other similar statutory or State approved scheme.

Coarse grain Development of larger sites facilitating large buildings (e.g. corporate headquarters).

Curtilage * Curtilage means the area of a site attaching to a proposal or building in which an applicant for a Section 25 Certificate has sufficient interest to make the application. It does not apply to public roads, public pavements or existing waterbodies such as rivers, canals or harbours.

Fine grain Development of small plots of land facilitating multiple access points and mixed use.

Gross density The total number of residential units per hectare or acre on a site, but inclusive of half the width of the surrounding or adjoining public roads and public open space.

Gross floor area The sum of the floor space within the external walls of the building(s), including plant and tank rooms and car parking areas above ground level. In the case of a group of buildings with a common curtilage, the floor areas will be aggregated.

Net density The total number of residential units per hectare or acre on an individual site.

Own front door accommodation Residential units having their own individual access from the public realm, as opposed to buildings with common circulation in the form of deck access, halls, corridors, etc.

Plot ratio Expresses the relationship between the area of a site and the total gross floor area of the building(s). It is determined by the following equation:

$$\frac{\text{gross floor area of the building(s)}}{\text{site area}} = \text{plot ratio}$$

Site Area Includes land that lies within the curtilage of the related buildings.

* The Authority may consider the inclusion of the waterbody comprising Spencer Dock as site area in the context of the full restoration of the dock as part of an application for a Section 25 Certificate.

Notes:

- *The written statement including the policies should be read in conjunction with the plans and illustrative diagrams in order to interpret the Authority's intent. However, should there be a perceived dichotomy between the written and the graphic material, the written material shall be taken as the primary interpretative element.*
- *Diagrams in this document are not to scale and give graphical representation only.*