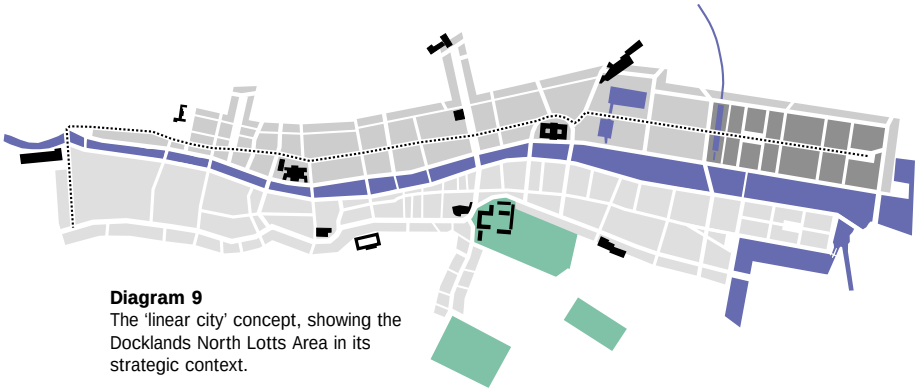


Diagram 9
The 'linear city' concept, showing the Docklands North Lotts Area in its strategic context.

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.

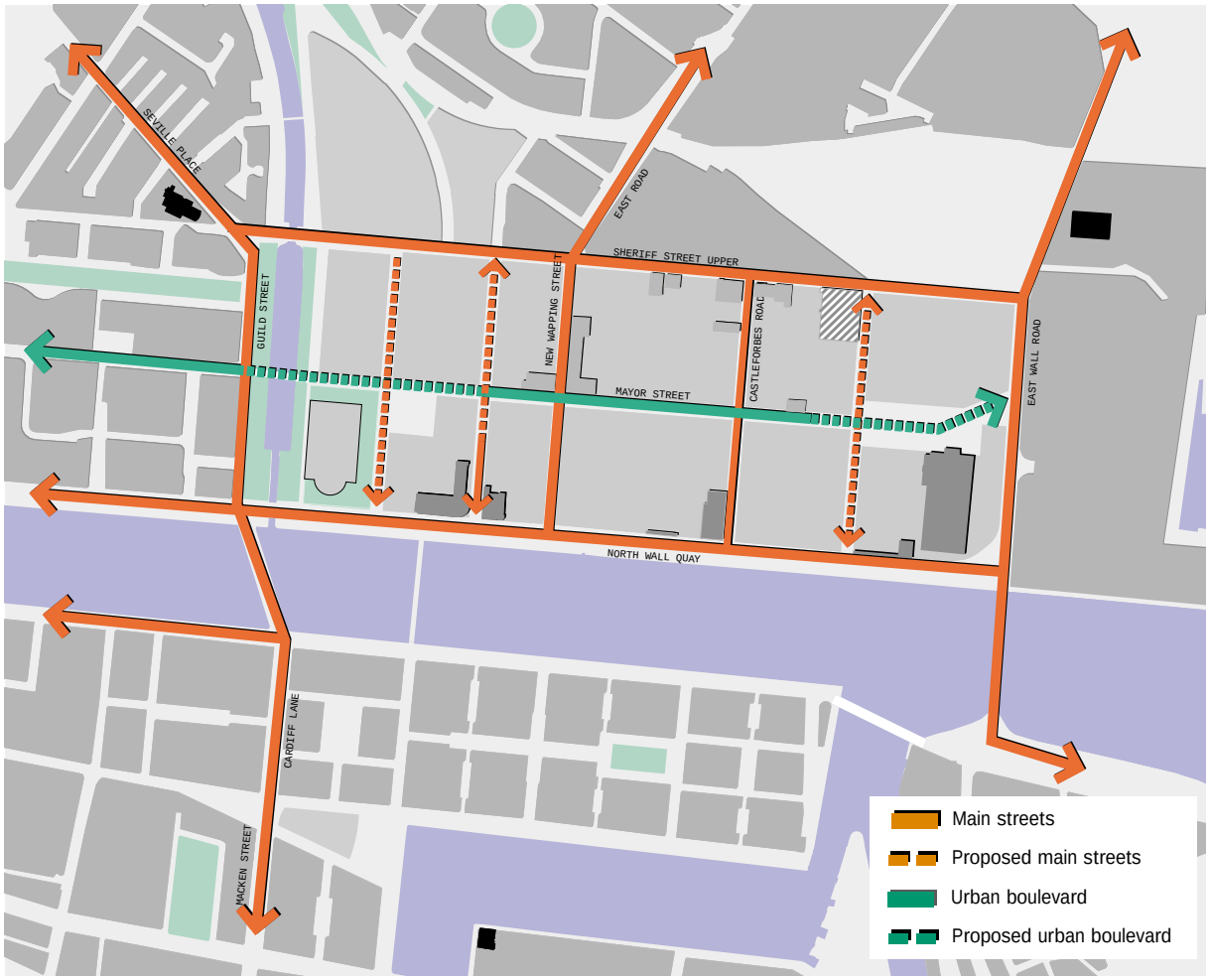


Diagram 10
Building on the orthogonal block structure by introducing a new order of primary routes including a new urban boulevard along Mayor Street ***(Modification No. 4)***

Making a high quality urban boulevard

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.

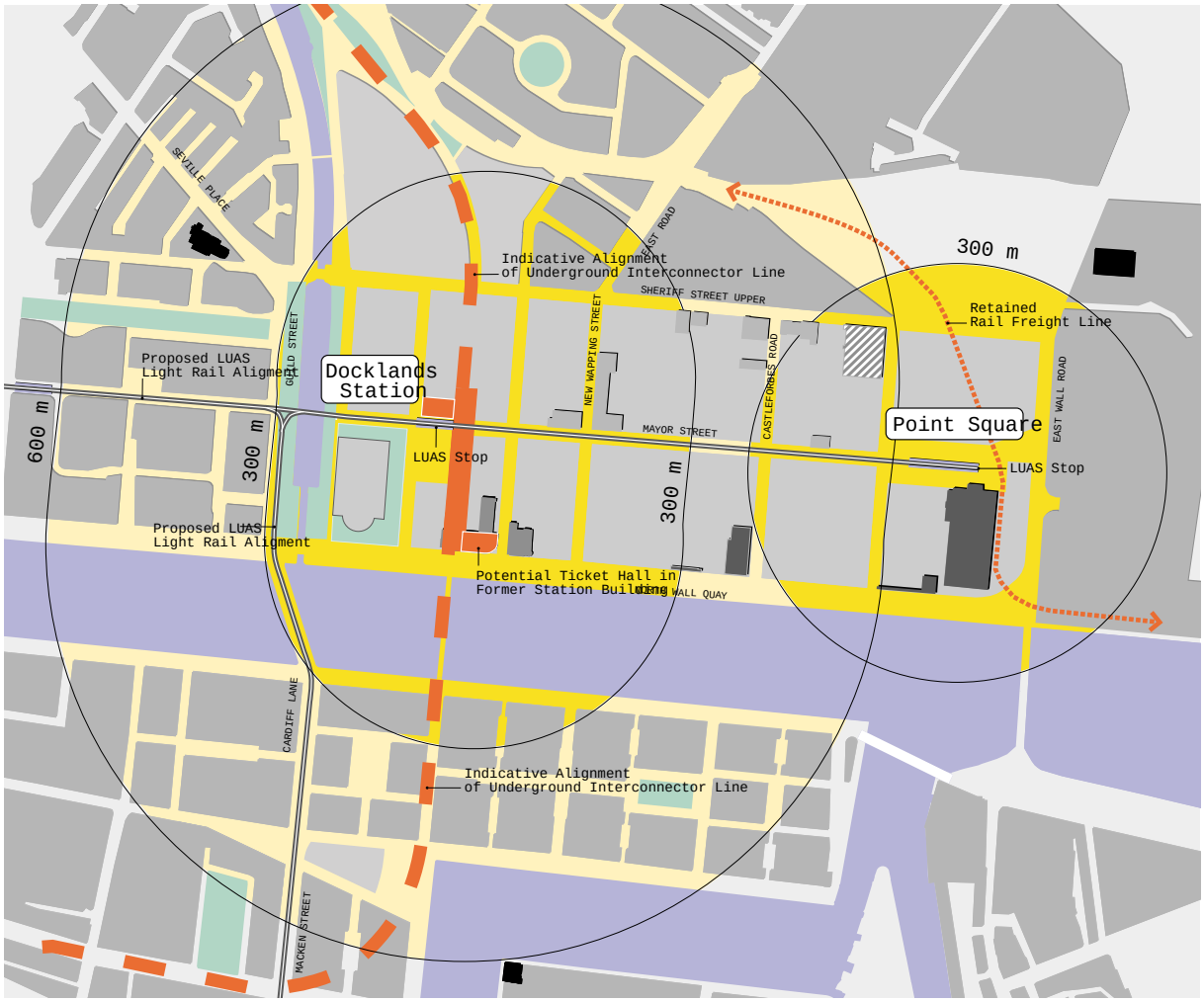


Diagram 11
Rail infrastructure showing proposed light rail system, Interconnector Line, new station and existing rail line at The Point
(Modification No. 4)

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

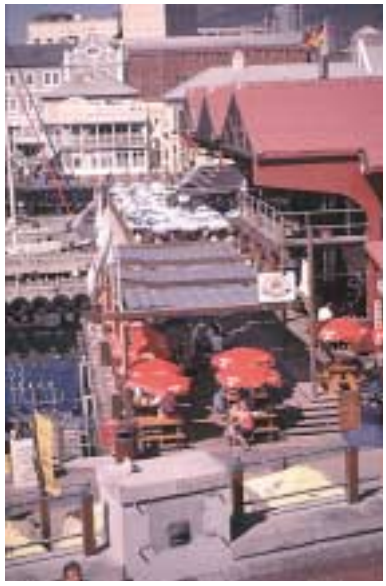
In building on the proposal to extend the linear city and create a strong sense of place along the Mayor Street corridor, it is proposed that Mayor Street be widened to 21 metres to cater for the LUAS extension. The street becomes a new urban boulevard, reflecting the scale of importance of the route 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.

Creating high quality spaces

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.



Making a lively place

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 Pleanala. 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.

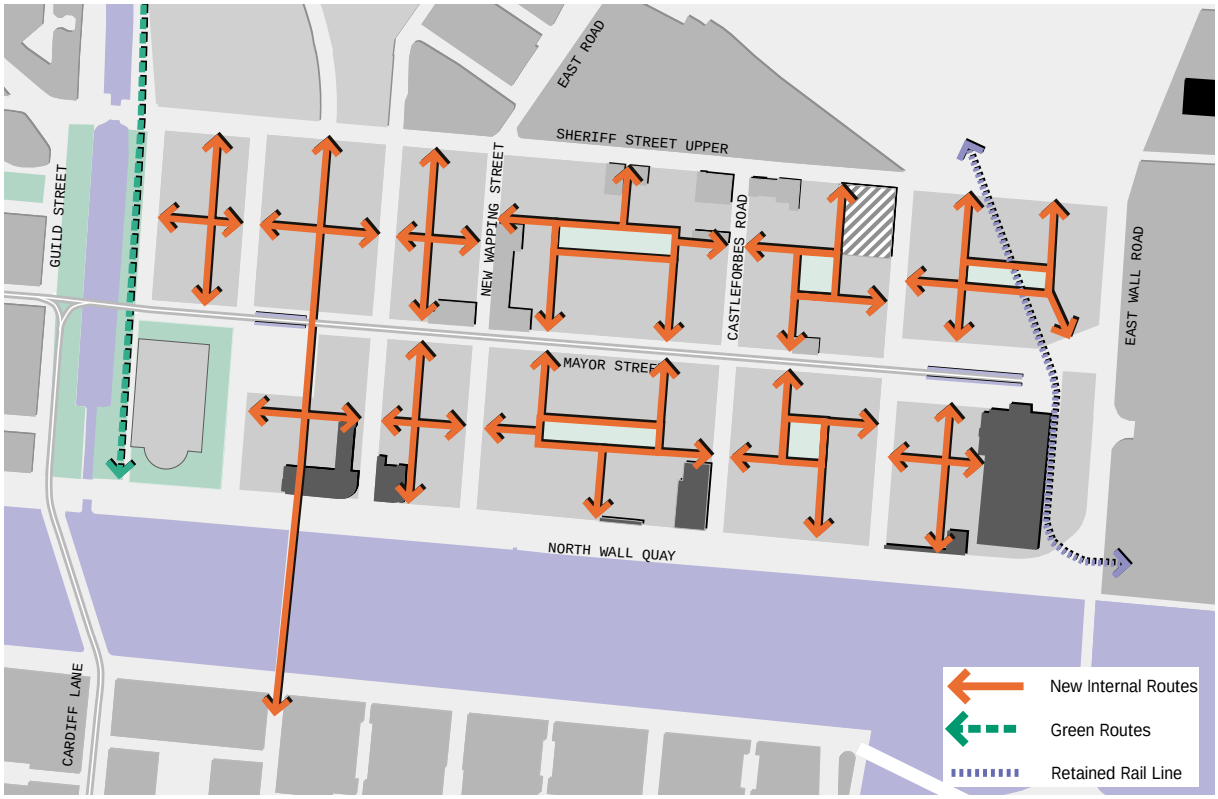


Diagram 13
The network of smaller streets and spaces
(Modification No. 4)

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.

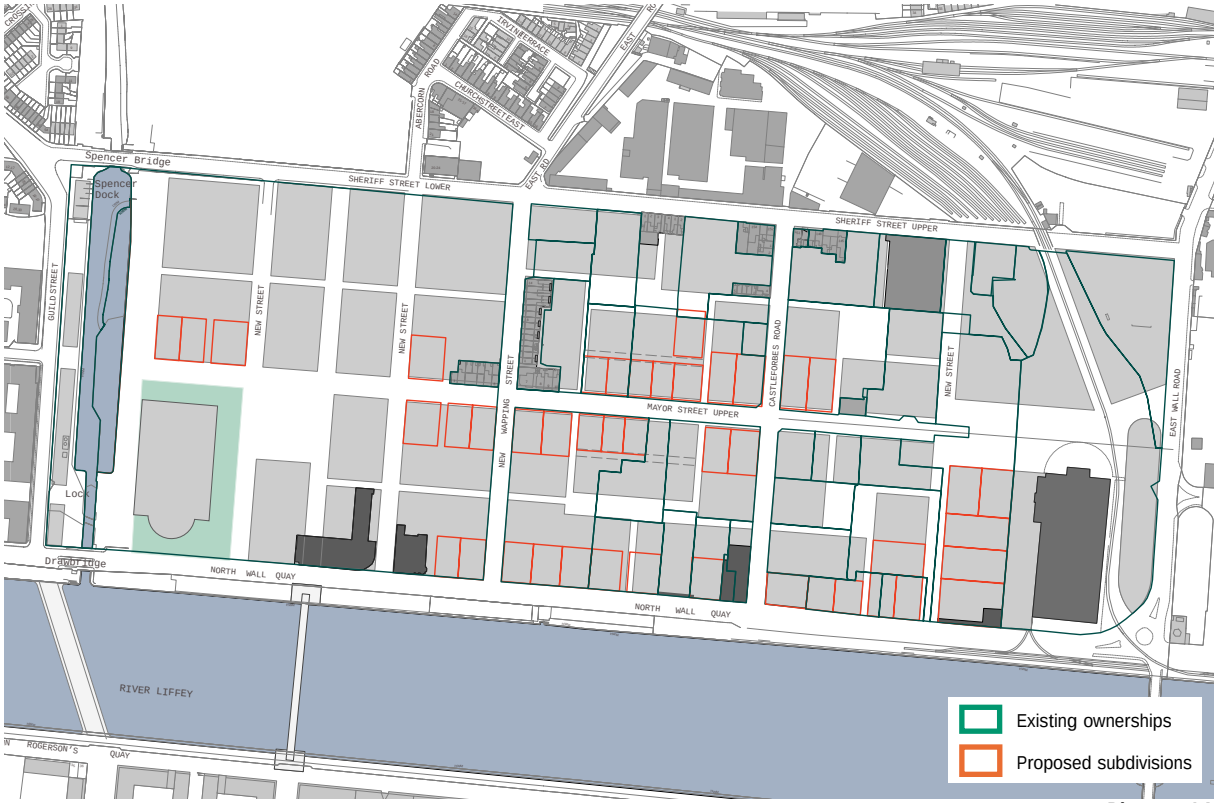


Diagram 14
Working with existing land ownerships
(Modification No. 4)

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)

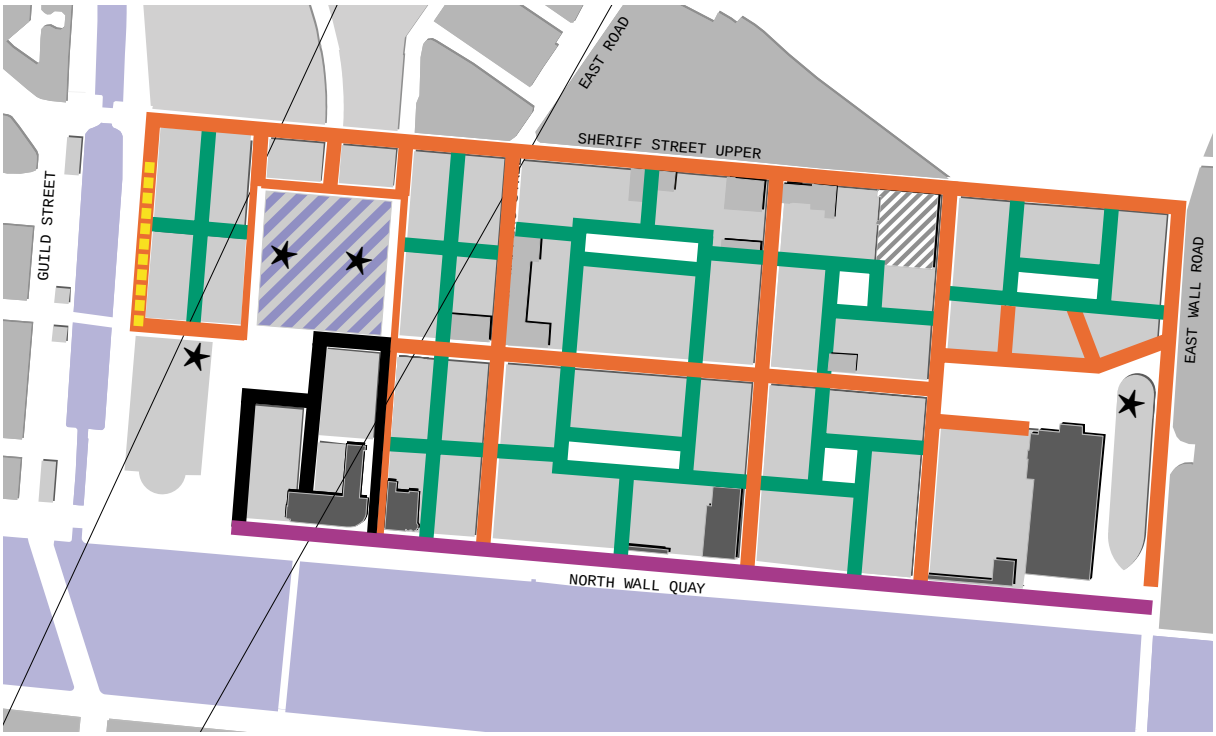


Diagram 16
Building heights
(Modification No. 4)

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 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. (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 (plus1 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)

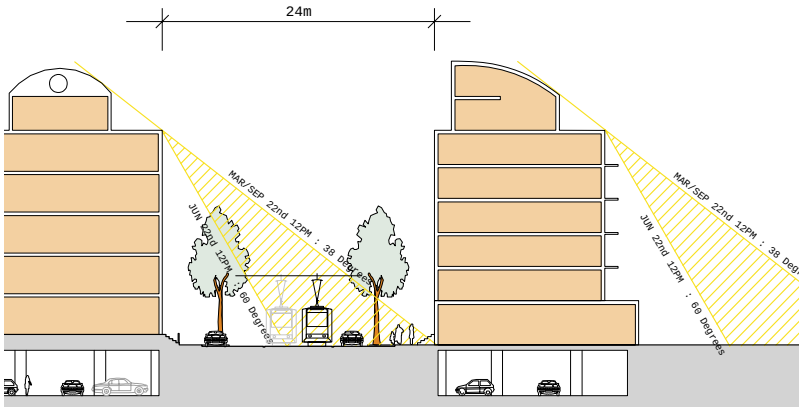
Building Heights on Indicative Internal Routes

- 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.

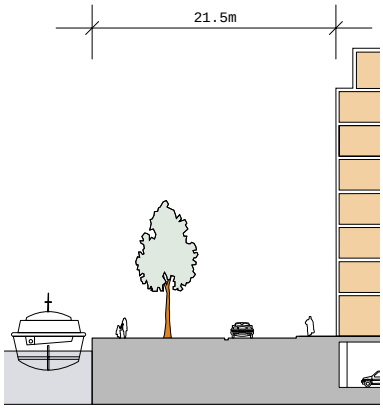
5.3.3 Ensuring effective sunlighting

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.



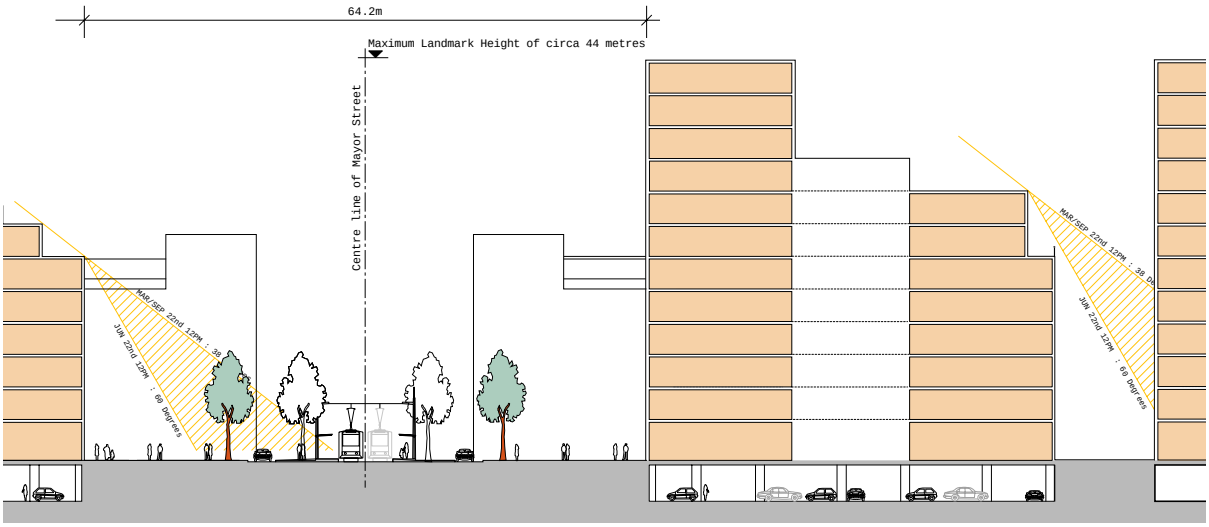
5 storeys plus 1 possible set back storey
for commercial development

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

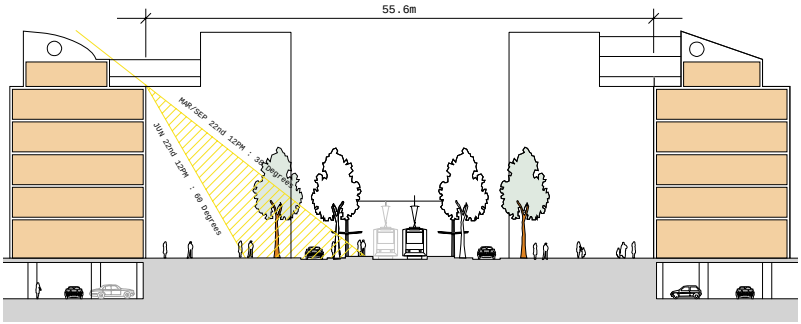
Diagram 18
Section through North Wall Quay



5 storeys plus 1 possible set back storey for commercial development

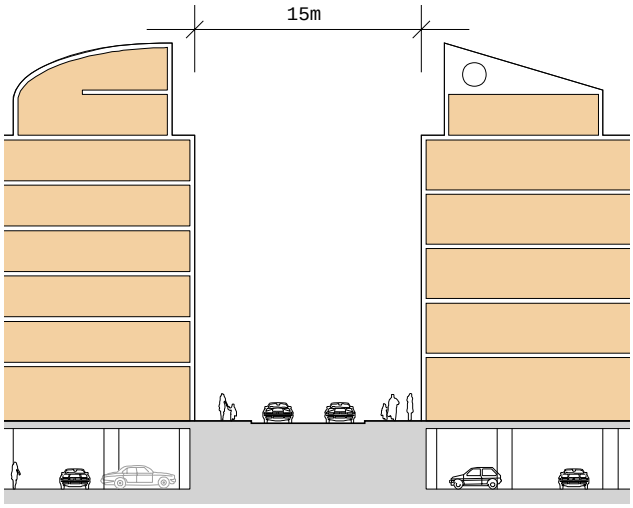
5 storeys plus 1 possible set back storey for commercial development and a possible landmark of maximum height of 44 metres along centre line of Mayor Street

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

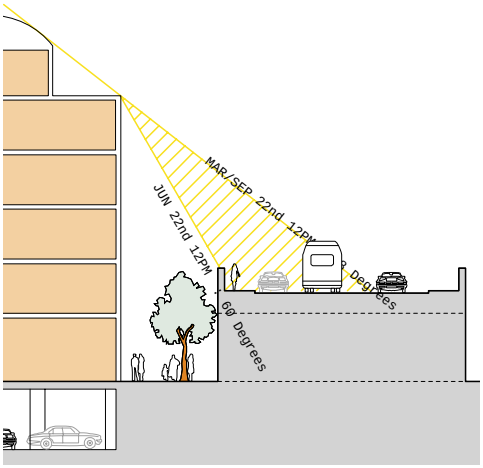
Diagram 20
Section through Point Square



6 storeys plus 2 possible set back storeys for residential development

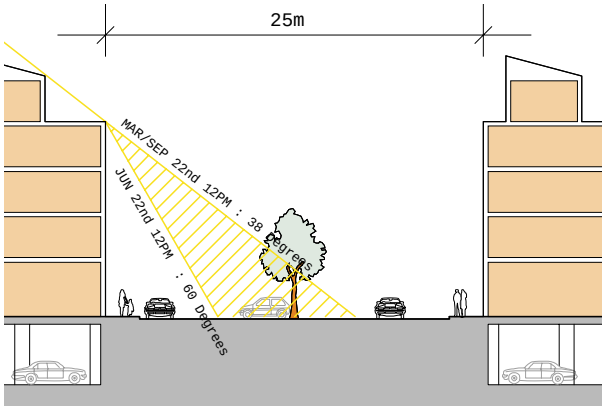
5 storeys plus 1 possible set back storey for commercial development

Diagram 21
Section through north-south streets



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

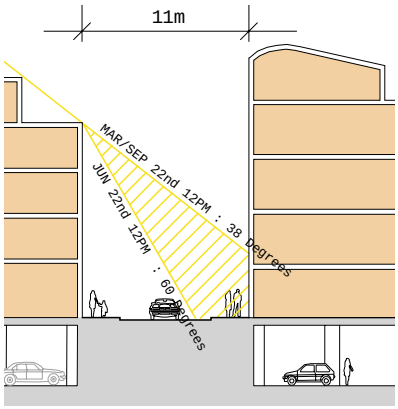
Diagram 22
Section through Sheriff Street



4 storeys plus 1 possible set back storey

4 storeys plus 1 possible set back storey

Diagram 23
Section through internal courtyards



4 storeys plus 1 possible set back storey

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)

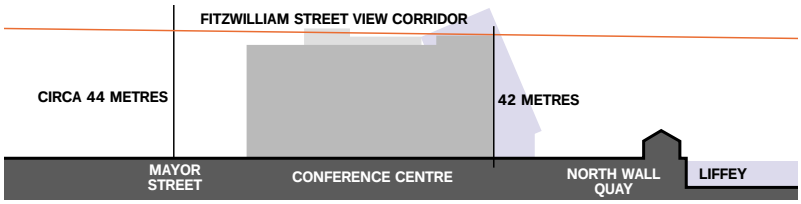


Diagram 26
Fitzwilliam Street View Corridor

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.

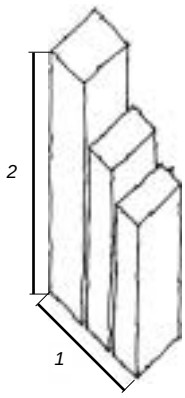
Modification No. 13 states that the landmark building on the axis of Mayor Street at Point Square (Section 5.3.4 and Diagram 25) shall not be greater than 60 metres in height.

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-aggregrated 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.

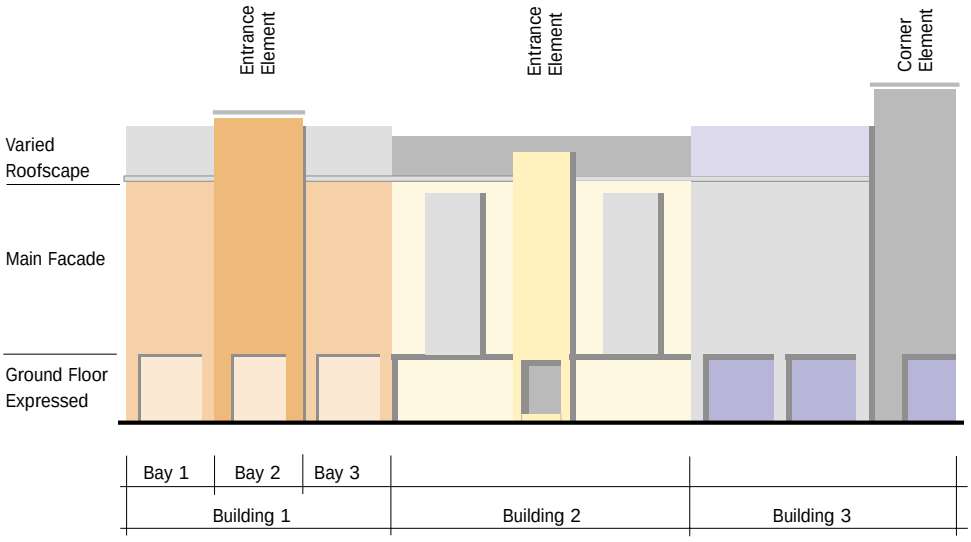
5.4.2 Ground Floors

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.



Expressions of facades

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.

Articulated roofscapes

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.

Residential privacy strip

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.

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.