

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).

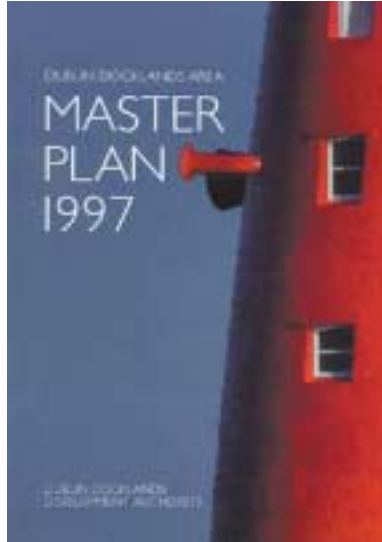
The Dublin Docklands Development Authority Act, 1997, provides for the preparation of Planning Schemes for the Docklands Area. The principal aim of the Planning Scheme is to provide a more detailed framework for the planning and development of the Area within the context of the Dublin Docklands Area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

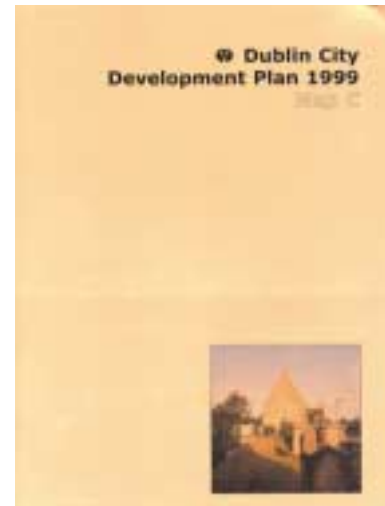
The Development Plan lists a number of protected structures in the Area and designates two conservation areas, one on the Liffey quays and the other on Spencer Dock. The Macken Street Bridge is included as a Category One roads objective for completion within five years of the adoption of the Development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

